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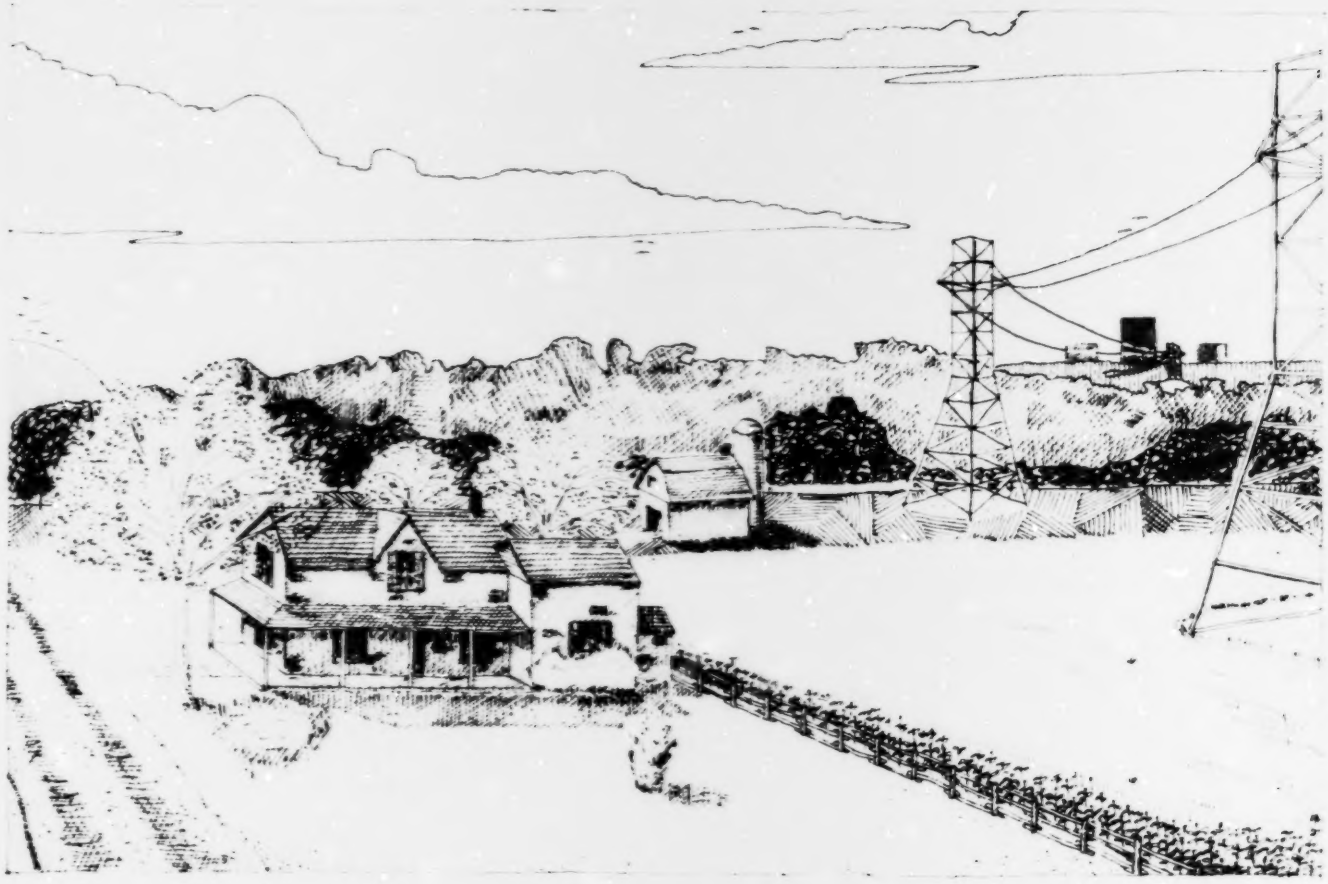
NORTHEAST SCARBOROUGH LAND USE STUDY



BACKGROUND REPORT

SCARBOROUGH
PLANNING DEPARTMENT· K.J. WHITWELL, COMMISSIONER
SEPTEMBER 1984

NORTHEAST SCARBOROUGH

LAND USE STUDY

BACKGROUND REPORT

SEPTEMBER 1984

Scarborough Planning Department
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Scarborough, Ontario. M1P 4N7

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1.0 INTRODUCTION:

On April 11, 1984, Scarborough City Council approved the undertaking of the Northeast Scarborough Land Use Study. The Study Approach was approved by the Scarborough Planning Committee on July 12, 1984 (see Appendix A). The study area is located in the northeast corner of Scarborough and Metropolitan Toronto, bounded by Steeles Avenue on the north, Pickering Townline on the east, Twyn River Drive/Rouge River Valley on the south and Staines Road on the west. The Town of Markham, Regional Municipality of York and the Town of Pickering, Regional Municipality of Durham are immediately adjacent to the study area (see Map 1). The study area in detail is shown on Map 2. The total land area covered by the study is approximately 2,019 hectares (4,990 acres). This area is the last remaining part of Scarborough that does not have a Secondary Plan.

The Province proposed the development of the North Pickering (Seaton) New Community in the 1970's in conjunction with the proposed international airport in Pickering and in 1974 a Provincial Zoning Order, Ontario Regulation 20/74, was placed on the land north of Finch Avenue. This Order restricted land uses to agricultural operations with a minimum lot area of 25 acres and one dwelling permitted for each lot. The Province acquired land in the study area for the new community, however, the project was postponed. The land has remained in the ownership of the Province under the Ontario Land Corporation, but O.L.C. now wishes to dispose of the land in the Northeast.

The Northeast Scarborough Lands Technical Review Committee was established in 1980 by the Minister of Municipal Affairs and Housing, Scarborough and Metro Toronto, to report on the development constraints and land use options for the area north of Finch Avenue. The Committee examined the physical characteristics of the area and the land requirements of various agencies. Servicing options of no services, partial servicing and full servicing of the area were analyzed. Land use options based on the physical characteristics and servicing schemes were developed. A summary of the Committee's findings was published in a report prepared by the Ministry, in July, 1981.

Following the release of the Committee's findings, Scarborough Council requested that the Minister's Zoning Order be removed from this land. The removal of the order is now being processed by Ministry staff. The Scarborough Agricultural Holding By-law will remain in effect.

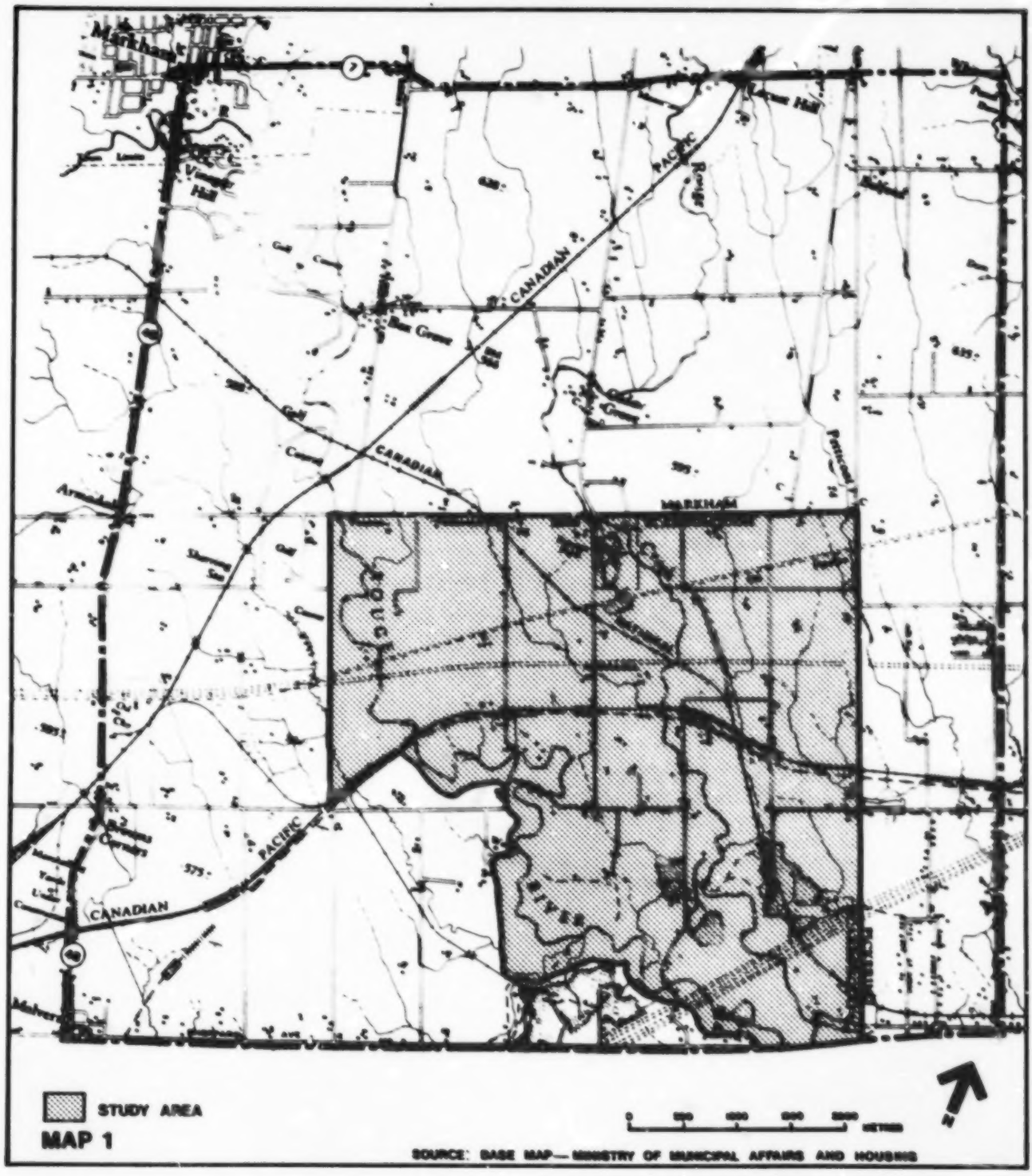
In 1983, Metro Council received reports from the Commissioner of Planning and the Commissioner of Parks and Property generally proposing that lands in Northeast Scarborough between the Rouge and Little Rouge Valleys be part of a Regional Park concept. Scarborough Council has indicated to Metro that the City of Scarborough should be given an opportunity to provide input on plans for the development of recreational facilities in the Northeast area and that no final action be taken until completion of the Northeast Land Use Study.

A large amount of data has been gathered on the study area through the North Pickering Study and by the Northeast Scarborough Lands Technical Review Committee. The M.T.R.C.A. and Scarborough Reports on Environmentally Significant Areas, the Metro Study of the Rouge Valley and the Finch Avenue Realignment Studies and the E.M.T.C. Environmental Impact have also compiled information on portions of the study area. Additional data has been gathered and the total amount of information has been summarized in this report as a major input to the determination of appropriate long term land uses.

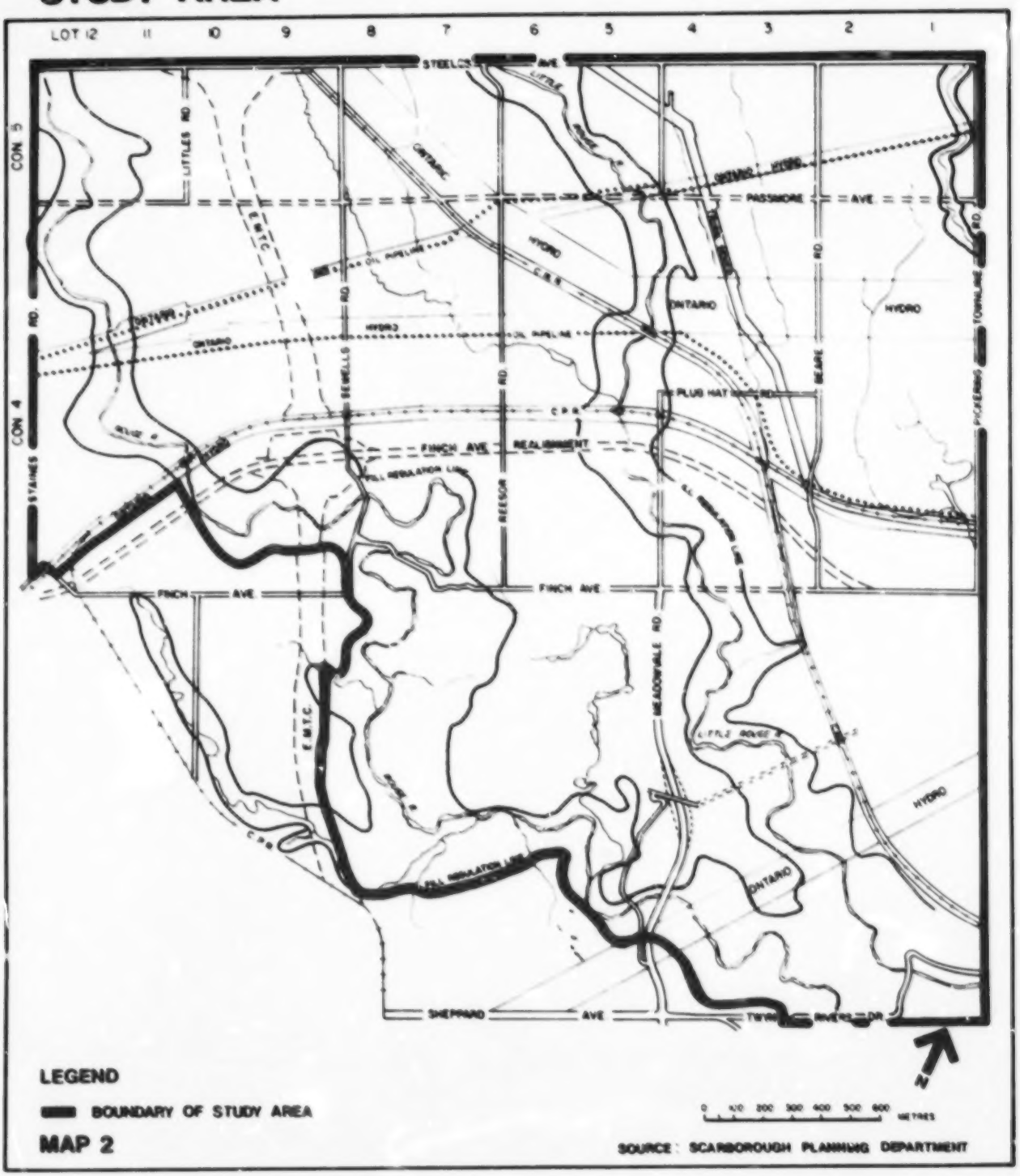
Many options exist for the area due to its present rural state. The preferred land use options must reflect the opportunities and constraints presented by the natural features, the existing uses, land owners, interest groups and surrounding municipalities as well as the future needs of the metropolitan area and the City of Scarborough.

The final proposal for the area will be presented as an Official Plan Amendment incorporating a Secondary Plan for the area following input from residents, farmers, land owners, various government agencies and interest groups.

REGIONAL SETTING OF STUDY AREA



STUDY AREA


LOT 12
11
10
9
8
7
6
5
4
3
2
1
CON 5
CON 4
STEELES AVE
LITTLES RD
BEWELLS RD
REESOR RD
MEADOWVALE RD
PASSMORE AVE
FINCH AVE
REALIGNMENT
SHEPPARD AVE
PLUG HAT POND RD
ONTARIO HYDRO
HYDRO
CNR
CPR
E.M.T.C.
OIL PIPELINE
N
LEGEND
BOUNDARY OF STUDY AREA
MAP 2
SOURCE : SCARBOROUGH PLANNING DEPARTMENT

2.0 PHYSICAL AND NATURAL CHARACTERISTICS OF THE STUDY AREA

2.1 Topography

The topography of the study area is characterized by gently rolling table lands interrupted by significant valley systems associated with watercourses which cut through the area in a northwest to southeasterly direction. The highest elevation, with the exception of the Beare Road Landfill, is 182 metres (600 feet) above sea level (a.s.l.) in the far northeast corner of the area. The lands generally slope in a north to south direction to an elevation of 120 metres a.s.l. (400 feet) in the south. The elevation drops in the river valleys to a low elevation of 76 metres a.s.l. (250 feet) (See Map 3).

2.2 Drainage

Three major watercourses cross the lands in a general north-south direction. These are the Rouge River in the west, the Little Rouge Creek in the central area and the Petticoat Creek in the northeast. The valleys of the Rouge and Little Rouge are deeply incised and well eroded. Valley slopes are pronounced along the watercourses in the southern portion of the study area. In addition to these major drainage features there are several tributaries, small ponds and swamp areas within the area. (See Map 3)

2.3 Vegetation

The woodlots and forested lands within the study area are shown on Map 4. The valley lands are heavily wooded with softwoods such as hemlock, white cedar, yellow birch and pine the predominant species. Woodlots located on the table lands and east of the Little Rouge are a mixture of softwoods and tolerant hardwood species such as beech, maple, poplar, elm and ash. (Source: "Northeast Metro Land Study", Municipal Affairs and Housing). The area north of Finch Avenue contains approximately 215 ha (530 acres) of woodlots.

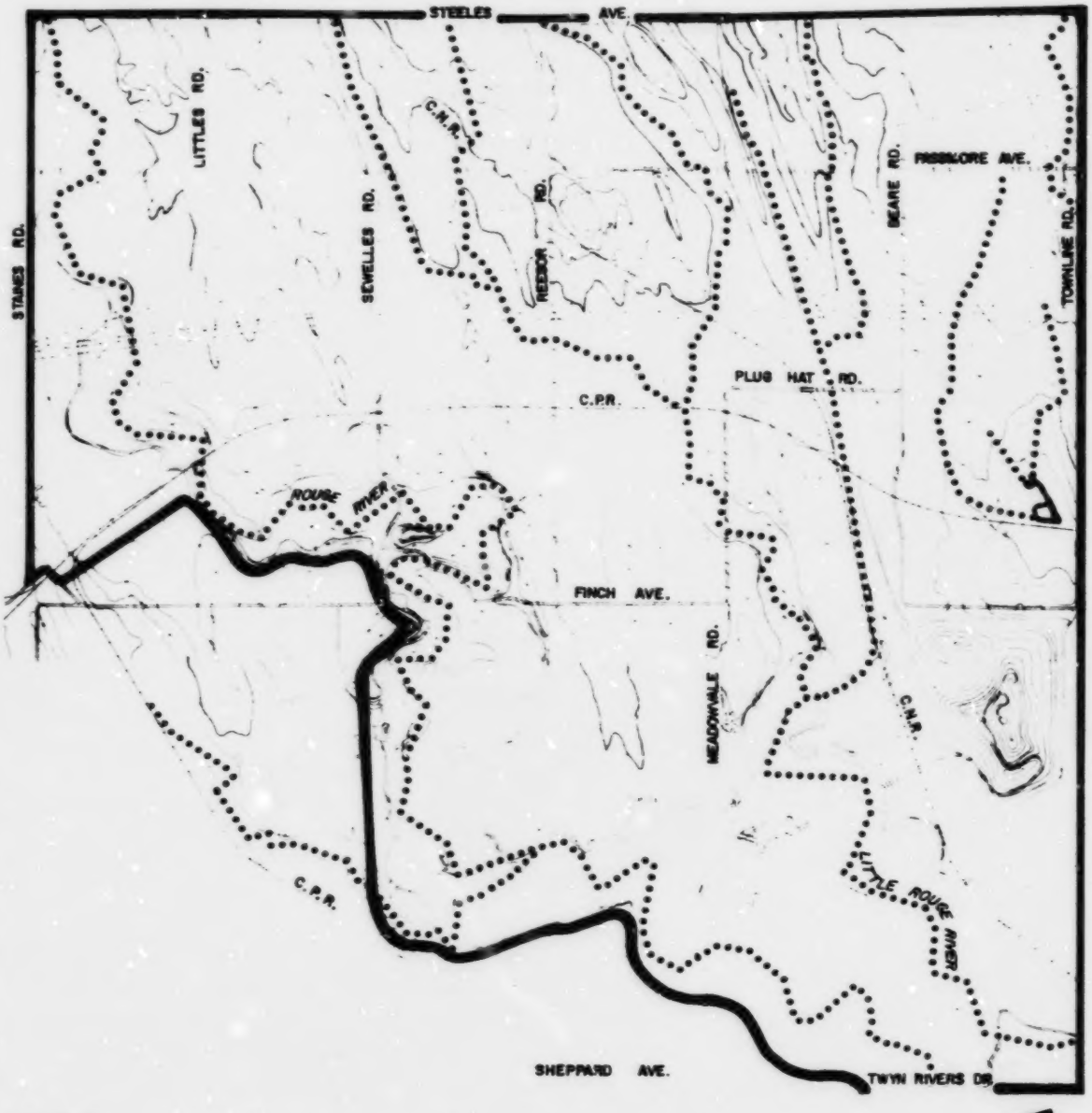
The lands south of Finch contain a similar amount of woodlot area, concentrated mainly in the ravines of the Rouge River and Little Rouge Creek. The Metropolitan Toronto Zoo, Beare Road Landfill and the area between them, proposed as the Metrogreen Botanical Gardens encompass the majority of the study area south of Finch Avenue. More specific detail on specialized vegetation appears in the section on Natural and Environmentally Sensitive Areas.

2.4 Soils

The valley lands within the study area consist of variable alluvial soils. They are rated by the Canada Land Inventory (CLI) Capability for Agriculture as having moderate limitations due mainly to steepness or wetness. The soils in the tablelands, for the most part, are Class 1 soils with no significant limitations for crops. Map 5 indicates the generalized Agricultural Capability for the study area and Map 6 shows the soil types.

Appendix B provides detailed information on soil types.

TOPOGRAPHY AND DRAINAGE



LEGEND

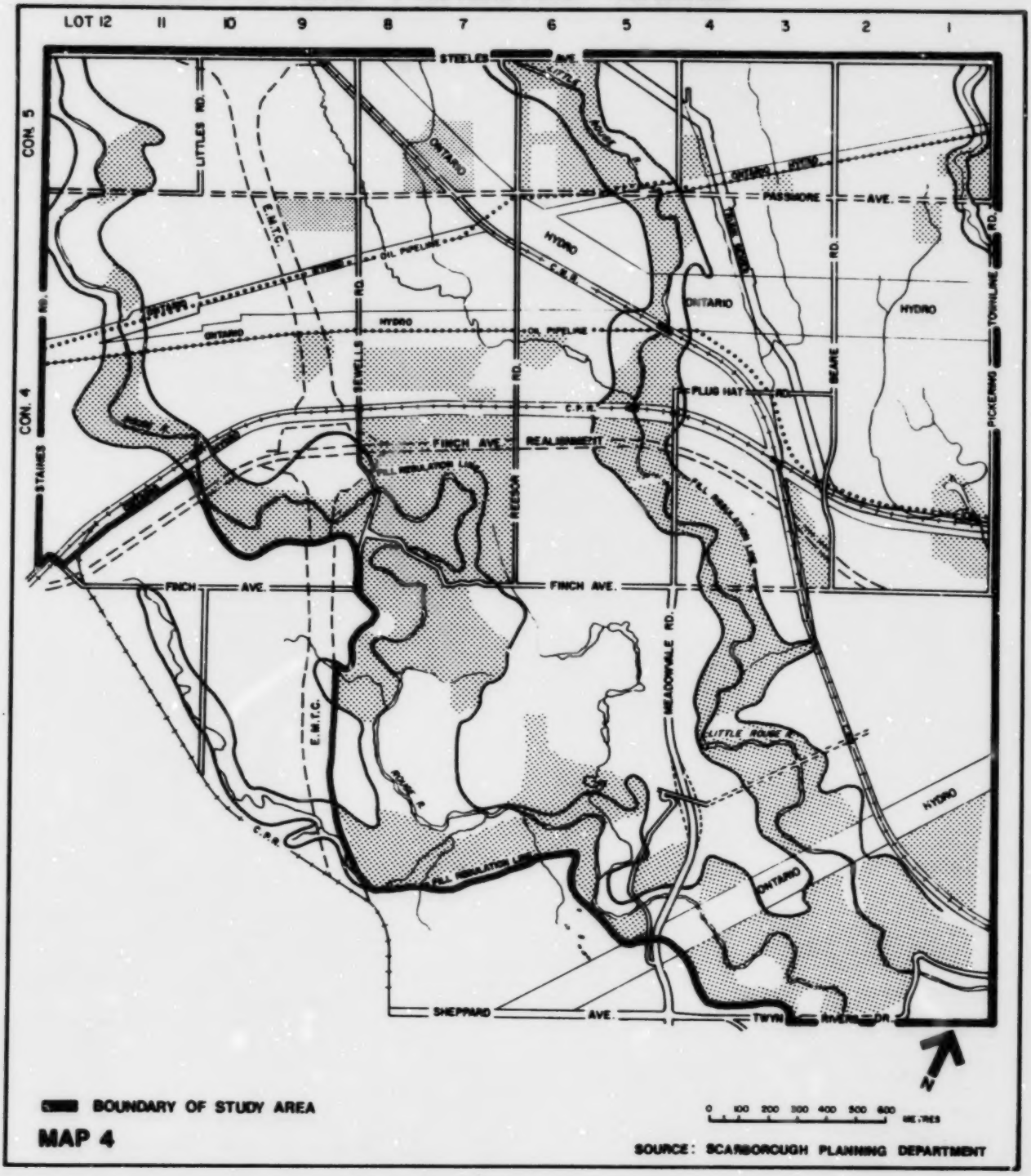
••••• MAJOR WATER COURSE

▬ BOUNDARY OF STUDY AREA

MAP 3

SOURCE: SCARBOROUGH PLANNING DEPARTMENT

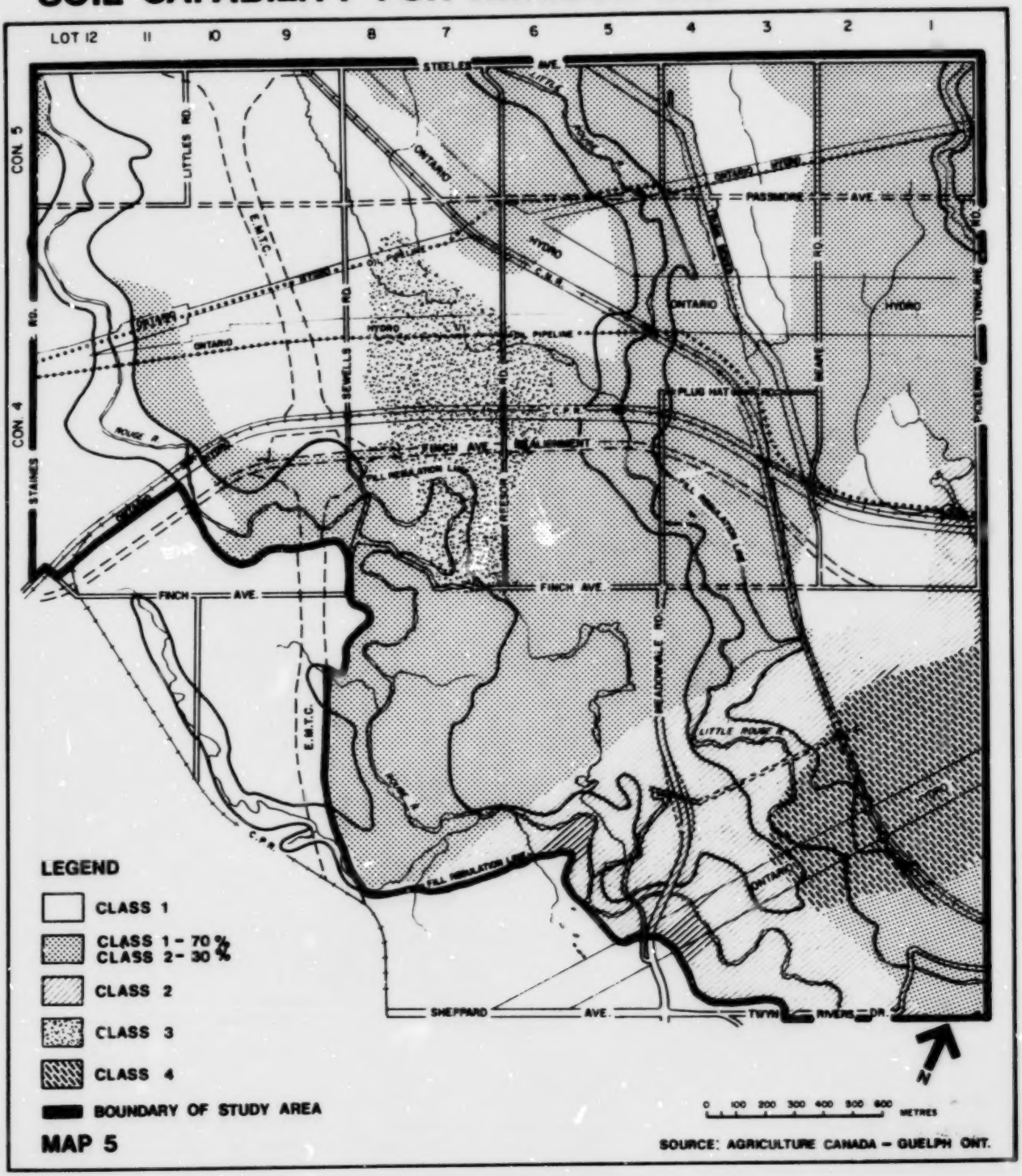
WOODLOTS AND FORESTED AREAS



MAP 4

SOURCE: SCARBOROUGH PLANNING DEPARTMENT

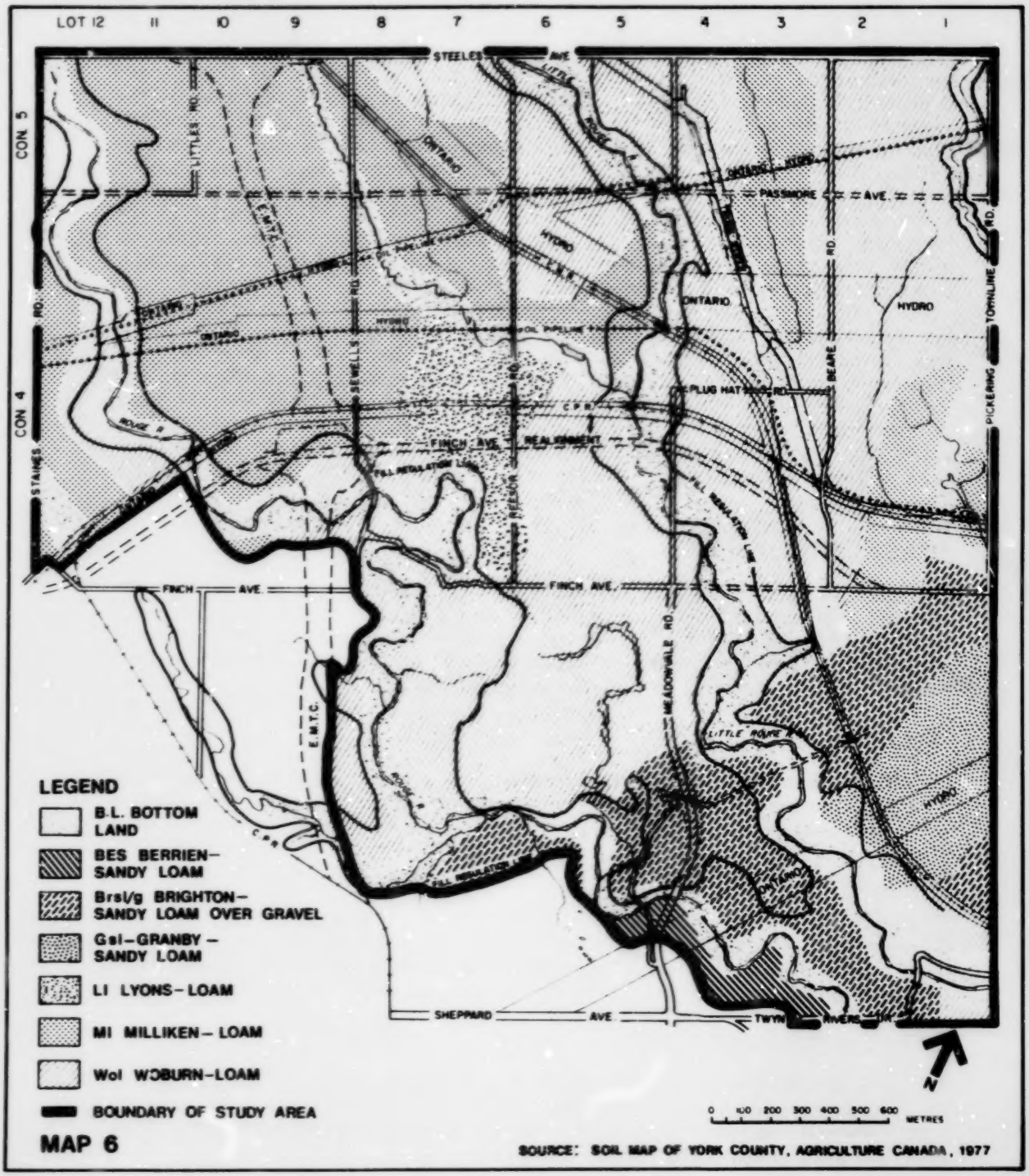
SOIL CAPABILITY FOR AGRICULTURE



MAP 5

SOURCE: AGRICULTURE CANADA – GUELPH ONT.

SOIL TYPES



MAP 6

SOURCE: SOIL MAP OF YORK COUNTY, AGRICULTURE CANADA, 1977

3.0 NATURAL AND ENVIRONMENTALLY SENSITIVE AREAS

The study area contains a significant number of natural and environmentally sensitive areas which should be given consideration in future planning. (See Map 7). These areas have been maintained in their natural state due, in large part, to the designation of the majority of the study area as part of the Open Space Greenbelt System of the North Pickering Project and related purchase of the majority of the lands by the Ontario Government in the early 1970's and the designation as Agriculture Uses Development Phase III, in the Scarborough Official Plan. Another key reason for the maintenance of these areas has been the historical lack of development pressure in the area, mainly due to its location in the furthest northeast corner of Metropolitan Toronto. The location of the Rouge and Little Rouge watercourse systems within the study area are significant in that they create the environment for a variety of flora and fauna not regularly found in this part of the Southern Ontario region.

The following is a brief summary of the natural and environmentally sensitive areas within Northeast Scarborough which have been identified in either the "Environmentally Significant Areas Study", 1982, The Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.), or "An Assessment of Natural Areas in Scarborough, Part 2", City of Scarborough Works Department (S.W.D.), June 1983". The area contained entirely within the Metropolitan Toronto Zoo has not been addressed in this report since it has been included in the overall plan for the Zoo.

Area 1 - Cedarbrae Woods

This area, identified as area 19 in the S.W.D. Report, is a particularly fine example of a natural valley forest and is an important habitat link within the Rouge River system both for vegetation and wildlife. The forest covers 5 hectares (12.5 acres) and while not unusual within Metropolitan Toronto Region, has great value for erosion control and water retention.

Area 2 - Sewells Forest - North

Identified as area 17 in the S.W.D. Report, this is a mixed deciduous forest which contains a number of different vegetation habitats which support a variety of of small mammals and birds.

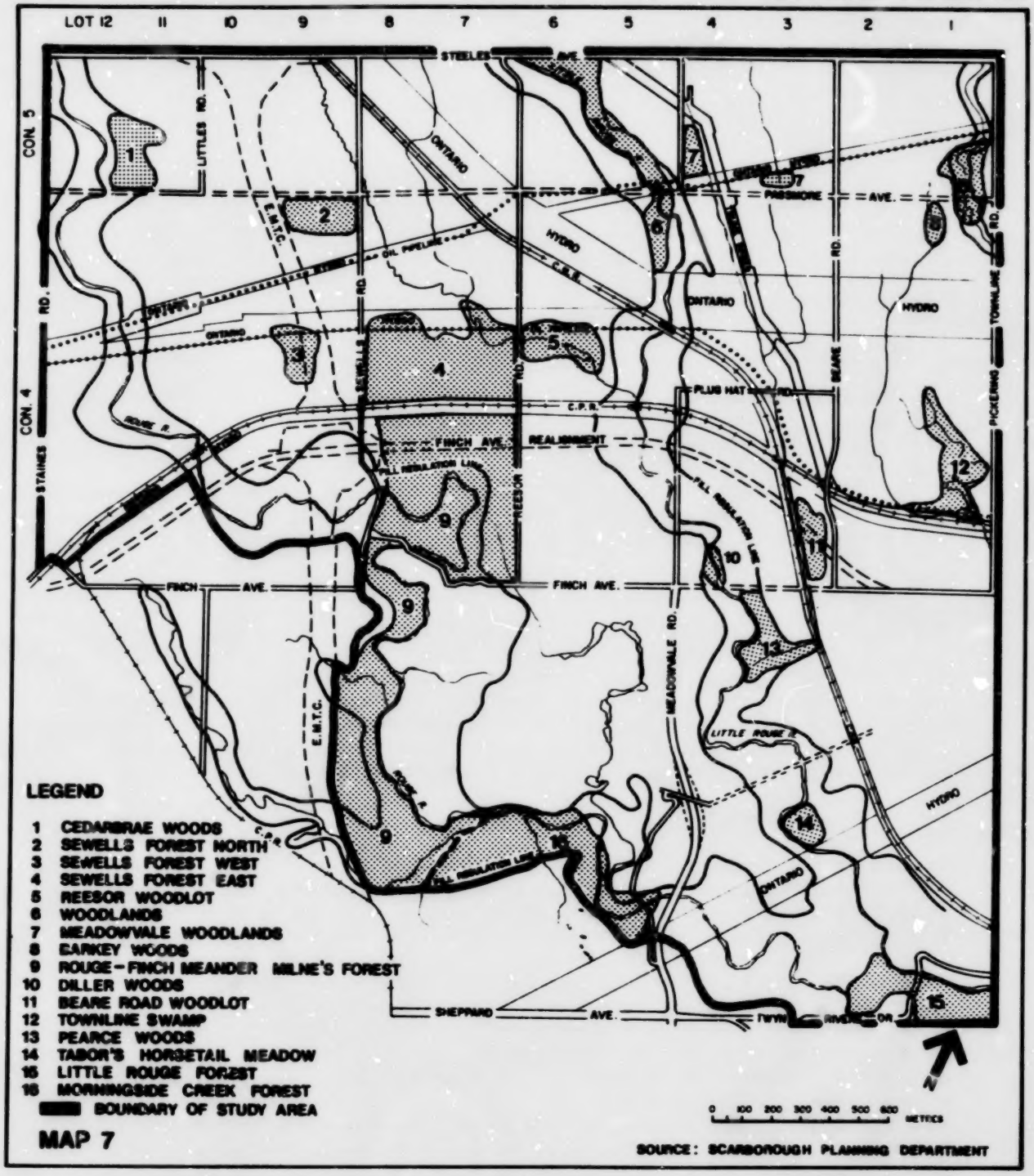
Area 3 - Sewells Forest - West

This area, identified as area 18 in the S.W.D. Report, is approximately 5 hectares (12.5 acres) in size and is a mixed deciduous forest. While the forest does not have a large diversity of animals, it contains an interesting variety of vegetation and is extremely sensitive to activity due to drainage and organic soils.

Area 4 - Sewells Forest - East

This area is identified as 11 in the S.W.D. Report and contains a deciduous forest in the western portion and a small wetland area in the eastern portion. The area has a high diversity of plants and animals as well as occasional sitings of rare birds. Although the woodlot is stable now, it is highly sensitive to activity.

NATURAL AND ENVIRONMENTALLY SENSITIVE AREAS



MAP 7

SOURCE: SCARBOROUGH PLANNING DEPARTMENT

Area 5 - Reesor Woodlot - East

Located on a small tributary of the Little Rouge River, this area is listed as 12 in the S.W.D. Report. Within this mixed forest area are luxuriant ferns, moss and water-tolerant herbs. The area, while not unusual in terms of forest composition or structure is a healthy natural area with minimal disruption and is valuable for erosion control, dampening ground water fluctuations and reducing run-off rates and siltation loads.

Area 6 - Woodlands

This area is identified as E.S.A. No.88 in the M.T.R.C.A. Report and follows the Little Rouge Creek south of Steeles Avenue. A Hydro Corridor splits the area and functions as a travelway for wildlife movement between the north and south sections. The area contains a mixture of deciduous trees and stands of Eastern White Cedar. Many of the trees are superior specimens of their species and have limited representation in the region.

Area 7 - Meadowvale Woodlots

The Meadowvale Woodlots is identified as area 16 in the S.W.D. Report, covering two separate woodlots north of the road allowance for Passmore Avenue, east of Meadowvale Road. Woodlot (a) has a low sensitivity to activity and is already heavily disturbed by adjacent agricultural practices. Woodlot (b) is a diverse streamside community, though small in size. It performs valuable ecological functions such as cooling and purification of water and erosion control. This area has a community of diverse and picturesque native plants.

Area 8 - Barkey Woods

This area, 15 in the S.W.D. Report, is a high quality mixed deciduous forest dissected by two tributaries of the Petticoat Creek. There is evidence of fish, crayfish and invertebrate populations indicating the health of the streams. The woodlot is aesthetically superior to most others in the area and is functionally valuable for erosion control and ground water dampening. Due to its size, 10 hectares (25 acres), the area has a complexity of habitat units which serve to attract a variety of bird species including some regionally rare species.

Area 9 - Rouge - Finch Meander/Milne's Forest

This area, E.S.A. No.87 in the M.T.R.C.A. Report and areas 9B and 10 in the S.W.D. Report is the most significant natural landscape in the study area. The Rouge River flows through the middle of the area which is bounded by Reesor Road on the east, C.P.R. to the north, Sewells Road on the west and is partially within the Metro Zoo area towards the south. The area covers approximately 100 hectares (250 acres) and contains forested valleylands, mixed forest tablelands and open field and pioneering tree cover. Valley walls along the Rouge River rise 40 metres (130 ft.) in some areas where vegetation is absent and erosion is severe. The major forest area is mixed, deciduous dominant with pockets of pioneering species and conifers. The area attracts a wide variety of bird and mammal species including white-tailed deer. The plant cover in the area shows a high variety and quality and includes several regionally, provincially and nationally rare species. The view from the higher points is spectacular indicating a wide expansion of uninterrupted forested slopes and bottomlands which can be seen in very few other locations in Metro Toronto.

Area 10 - Diller Woods

This area is E.S.A. No.86 in the M.T.R.C.A. Report and is located on the Little Rouge Creek north of Finch Avenue. The forested area of mature Sugar Maples and Birch supports a variety of wildflowers with an adjacent grassland community. There are certain regionally and nationally rare plants found here.

Area 11 - Beare Road Woodlot

The 7 hectares (17.5 acres) woodlot, listed as area 13 in the S.W.D. Report, is located west of the corner of Beare Road and Finch Avenue. This is a high quality picturesque woodlot of semi-mature Sugar Maples overlooking the C.N.R. Several other interesting tree species grow here as well as a large variety and quantity of ferns. The area is extremely natural with only 2% of the recorded plant species being alien. The forest provides an excellent noise barrier to the nearby rail-line.

Area 12 - Townline Swamp

The Townline Swamp is approximately 4 hectares (10 acres) in size, area 14 in the S.W.D. Report, and is located west of the Pickering Town Line north of the C.P.R. The swamp contains a wide variety of habitat units, especially for waterfowl, since the land is regularly flooded at spring run-off and is permanently saturated. The area serves as a water storage area and wildlife concentration point for waterfowl including several regionally rare species and an important stop-over environment for migrant species. This area has special biological significance.

Area 13 - Pearce Woods

The Pearce Woods is identified as E.S.A. No.85 in the M.T.R.C.A. Report and is located on the Little Rouge Creek, southeast of Finch Avenue. The site contains an extensive Sugar Maple/Eastern Hemlock community. A narrow wet ravine contains a tributary which bisects the tree stand and contains numerous wetland plant species. The area provides habitat for a variety of woodland wildflowers including the nationally rare Wood Anemone and habitat for the regionally rare Map Turtle.

Area 14 - Tabor's Horsetail Meadow

This area is identified as E.S.A. No.83 in the M.T.R.C.A. Report and consists of small horsetail meadows along the eastern edge of the Little Rouge Creek between Sheppard Avenue and Finch Avenue. This type of meadow is of limited representation in the region and contains several provincially and regionally rare plant species.

Area 15 - Little Rouge Forest

The Little Rouge Forest is located in the southeast corner of the study area and is identified as E.S.A. No.81 in the M.T.R.C.A. Report. This area is characterized by steep river valley walls covered by closed canopy forests. The dominant plant species vary depending on the location. The tableland between the Rouge and Little Rouge is dominated by American Beech, Eastern Hemlock and Sugar Maple. The forested bottomland is dominated by Crack Willow and Ostrich Fern. The valley walls contain the above species as well as Red Oak. This area is a signficant wildlife corridor containing high quality, mature and relatively

undisturbed forestlands which provide habitat for a large number of nationally, provincially and regionally rare plants and animals. The area is also a provincially significant geological site.

Area 16 - Morningside Creek Forest

This area is identified as E.S.A. No.82 in the M.T.R.C.A. Report and is located west of Meadowvale Road south of and mostly within the boundaries of the Metro Zoo. The character of the area is a narrow flood plain with steep forested valley walls to the east and gently sloping valley walls to the west of the confluence of Morningside Creek and the Rouge River. The area contains provincially significant tree stands and plants and provides a habitat for a significant population of White-tailed Deer and Red-Shouldered Hawk.

4.0 TRANSPORTATION AND ACCESS

The study area, due to its rural character does not have a well developed roadway network (see Map 2). Steeles Avenue, Townline Road and Sheppard Avenue/Twyn River Drive form the boundary for the study area on the north, east and south respectively and thereby provide general access to the lands. Finch Avenue, except for a gap between Beare Road and Meadowvale Road, is the only internal roadway that crosses the entire area. The internal road pattern consists of Beare Road, Reesor Road and Sewells Road, which connect Finch Avenue and Steeles Avenue, serving the northern part of the study area with north-south connections. Between Finch Avenue and Steeles Avenue, Plug Hat Road serves as the only road which serves in an east-west capacity, since Passmore Avenue is, at present, an unbuilt right-of-way.

Meadowvale Road is the major arterial roadway serving the area from the south and serves as the major access to the Metropolitan Toronto Zoo. Potential exists to extend Meadowvale Road north to Steeles Avenue should development activity warrant this connection. This extension is indicated in both the Metroplan and the Scarborough Official Plan, but the detailed alignment has not been studied and is therefore not indicated on the base maps for this study. Metroplan requires further environmental and needs studies before making a final decision to proceed with this extension.

Staines Road forms the westerly boundary of the study area, although it does not presently connect with Steeles Avenue. Metroplan indicates that Staines should connect through the Cedarbrae Golf Club. It is intended that this link connect to the 9th Line Road in Markham at Steeles Avenue. Metroplan further indicates that an interim link to Steeles Avenue should be provided through the Tapscott Industrial District.

Future plans exist for the realignment of Finch Avenue in the City's Official Plan and Metroplan, however, further environmental and needs studies must be undertaken before a final decision is made to construct the roadway.

The Province has undertaken a process to secure an East Metro Transportation Corridor as a major transportation facility connecting Highway 401 and a future Highway 407. The development of this corridor as an expressway will be determined at a future date by the Province in consultation with the appropriate municipalities and subject to relevant Provincial Statutes including the Environmental Assessment Act. The Scarborough Official Plan, in the Rouge and Malvern Secondary Plans, has policies related to the East Metro Transportation Corridor.

These policies state, "if the East Metro Transportation Corridor, is not required for transportation purposes in the future, it may be used for Low Density Residential purposes, without further amendment to the Official Plan. If the East Metro Transportation Corridor is used for transportation purposes, noise control measures and/or structures to achieve noise attenuation shall be provided by the Ministry of Transportation and Communications within the corridor and along its whole length through this neighbourhood. Any new development within the noise affected area should be designed in accordance with the Ministry of the Environment's Noise Guidelines."

Two major railway lines traverse the study area, the C.N.R. in a northwest to southeast direction and the C.P.R. in an east-west direction. These lines connect to major passenger and freight depots.

A provincial study is presently underway to identify a corridor which will implement a continuous inter-regional transit system from Hamilton to Oshawa. The corridor is known as the Northern Section of the GO-ALRT program (Government of Ontario - Advanced Light Rail Transit). One of the corridors under consideration crosses the study area and would have a significant impact on land use. As the Provincial study progresses it will be carefully monitored to determine the impact on the Northeast Scarborough area.

5.0 AGRICULTURE

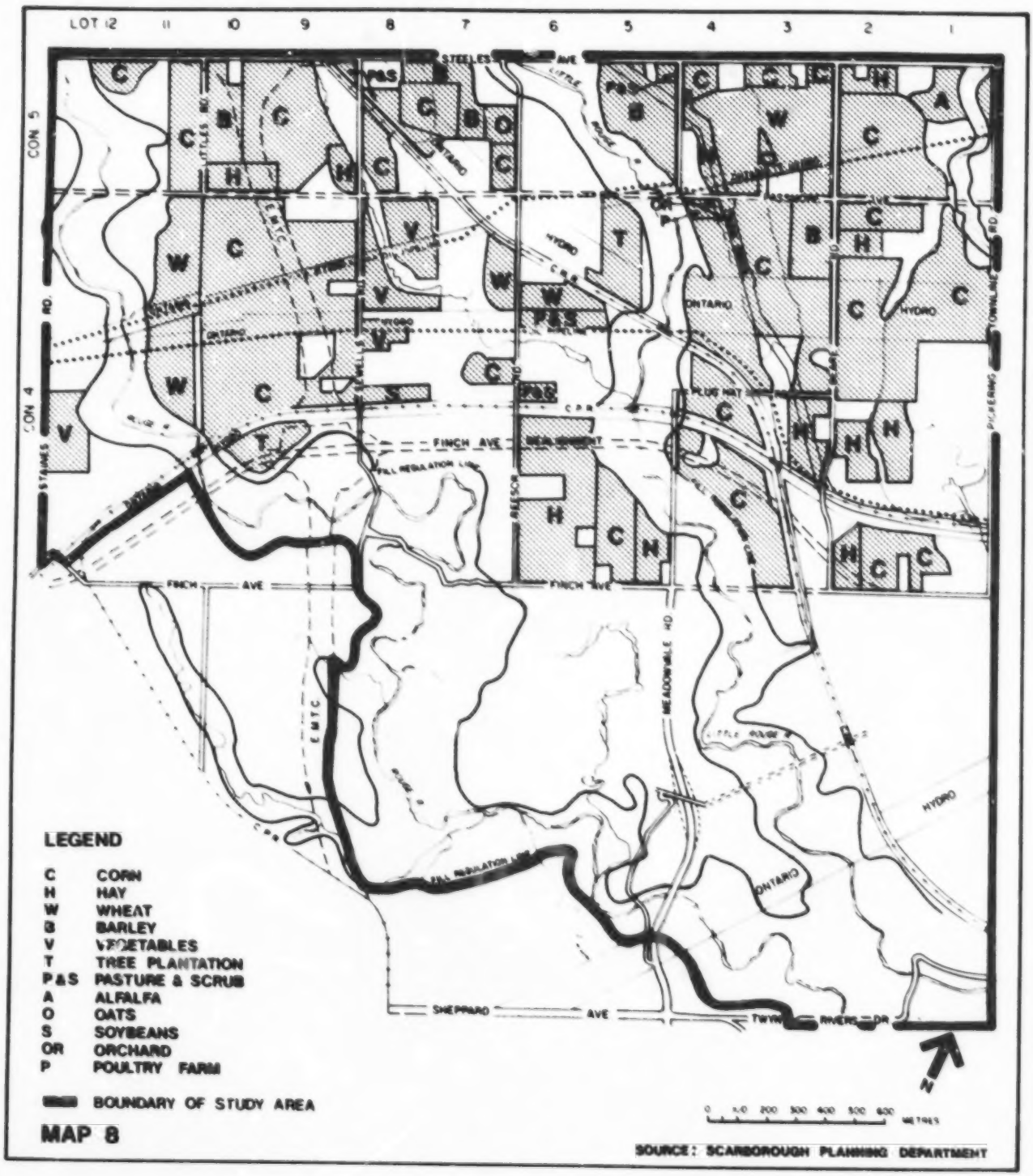
Within the study area, all agricultural activities occur north of Finch Avenue. Based upon a field survey, carried out with the aid of airphotos, on July 31, 1984, approximately 637 ha (1,572 acres) within the study area are used for agriculture. This represents approximately, 32% of the total study area and 50% of the area north of Finch Avenue. The breakdown of agricultural uses is shown on the following table and appears on Map 8.

TABLE 1 - AGRICULTURAL USES

Agricultural Use	Area Covered in Acres	Hectares	% of Farmed Land
Corn	838	339	53.0
Hay	219	89	14.0
Wheat	162	66	10.4
Barley	107	43	7.0
Vegetables	80	33	5.0
Tree Plantation	59	24	4.0
Pasture and Scrub	44	18	3.0
Alfalfa	40	16	2.3
Oats	10	4	0.5
Soybeans	7	3	0.4
Orchard	3	1	0.2
Poultry Farm	3	1	0.2
Total	1,572	637	100

Source: Dale Toombes, Ministry of Agriculture and Food (Field Anaiysis), City of Scarborough Planning (Statistical Analysis)

AGRICULTURAL USES



MAP 8

SOURCE: SCARBOROUGH PLANNING DEPARTMENT

6.0 HISTORICALLY SIGNIFICANT BUILDINGS

The history of settlement within the study area began in the early 1800's. The land was originally granted to about half a dozen people, most of whom had other lots scattered throughout the Township. With the exception of a school, a church and three sawmills, the twenty-two lots were devoted to farming. As the area population increased, the original owners sold some of their land to other families, many of whom stayed in the area for the remainder of the century and in some cases to the present day. As a result many family farms, established over a century ago have been retained, although the majority of the area is owned by the Provincial Government. (Source: "The Historical Complexities of Pickering, Markham, Scarborough and Uxbridge". Ministry of Treasury, Economics and Intergovernmental Affairs).

A significant number of the buildings established in the 1800's remain within the study area. Some of these are still in private ownership while the majority are owned by the Province and leased or rented. The Local Architectural Conservation Advisory Committee (LACAC), appointed by Scarborough Council to advise on the Ontario Heritage Act, has identified as having historical significance, the following structures within the study area which are shown on Map 9 and outlined on Table 2.

TABLE 2 - HISTORIC BUILDINGS AND STRUCTURES

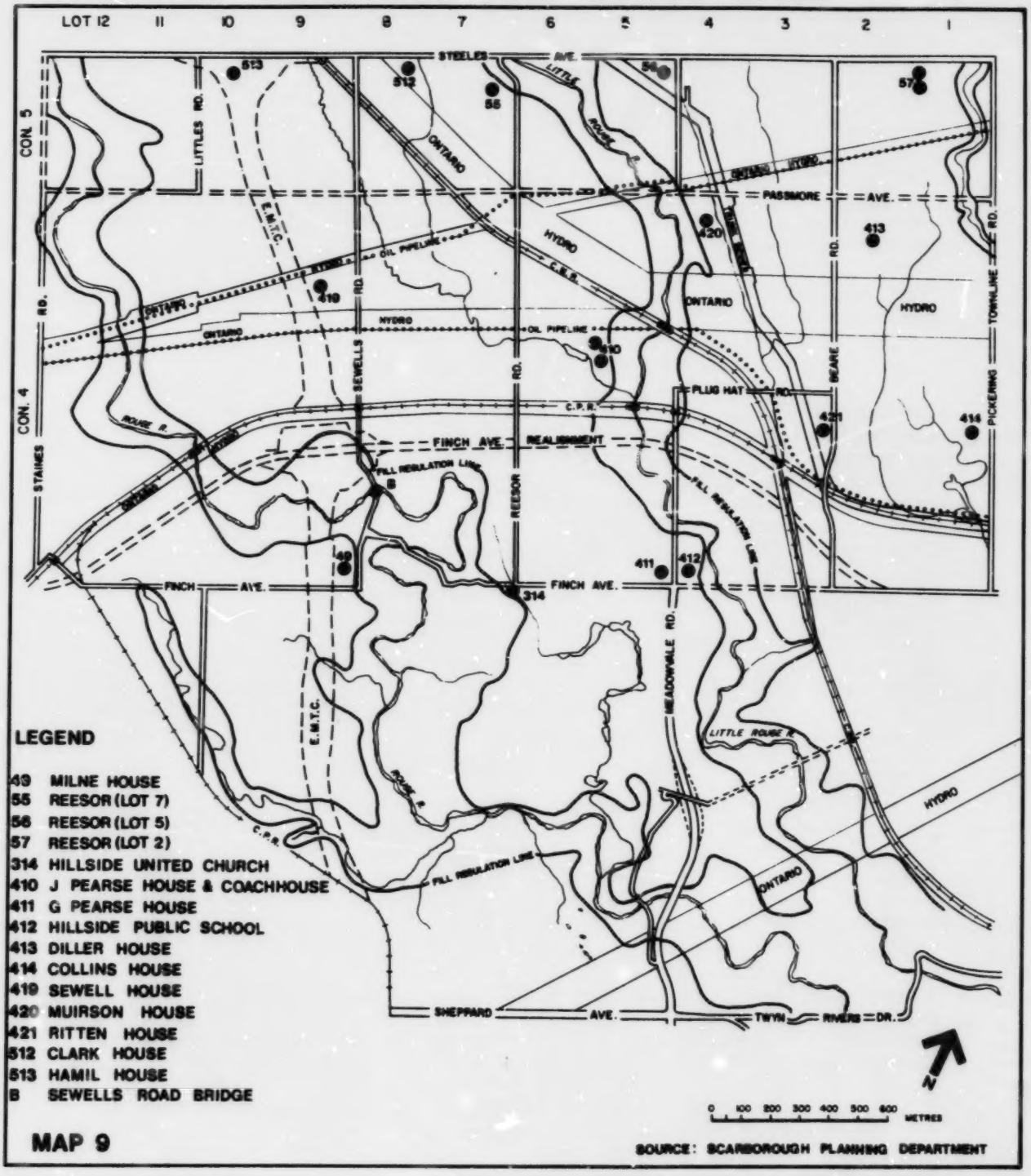
LACAC No.	Structure Name	Date	Designation*	Ownership
49	Milne House	1871	Designated by By-law 19831	P
55	Reesor (Lot 7) Frame Complex (Simeon Reesor)	House 1857 Barn 1876	Under review by	P
56	Reesor (Lot 5) (Noah Reesor)	Before 1860	Recommended for designation	G
57	Reesor (Lot 2) (Peter Reesor)	1878	Under review by Committee	G
314	Hillside United Church	1877	Designated - By-law 18296	P
410	J.Pearse (2 buildings - House & Coachhouse)	1852	Designated - By-law 17828	P
411	G. Pearse House	1850	Recommended for Designation	G
412	Hillside Public School	1872	Under review by Committee	P
413	Diller House	1850-1860	Under review by Committee	G
414	Collins House	1850	Under review by Committee	G
419	Sewell House	1850-1870	Under review by Committee	G
420	Muirson House	1881	Historic site of minor interest	G
421	Ritten House	1850-1870	Under review by Committee	G
512	Clark House	1845	Yet to be reviewed	P
513	Hamil House	1888	Historic site of Minor interest	G
B	Sewells Road Bridge	1912	Not included in inventory.	N/A

* - Designation indicates status as an historic site within the City of Scarborough under the Ontario Heritage Act.

Ownership - (P) Private (G) Provincial Government (N/A) Not Applicable

Source: Richard Schofield, Archivist, Scarborough Board of Education.

HISTORIC BUILDINGS AND STRUCTURES



MAP 9

SOURCE: SCARBOROUGH PLANNING DEPARTMENT

7.0 ARCHAEOLOGY OF THE STUDY AREA

The study area has a history which pre-dates the arrival of European settlers. Work carried out as part of the North Pickering Project identified nine archaeological sites within the Northeast Scarborough study area. The archaeological surveys indicate that the cultures and stages represented are the Laurentian Culture during the Archaic Period (3000 - 1000 B.C.) and the Middle and Late Stages of the Ontario Iroquois Culture during the Terminal Woodland Period (1000 - 1650 A.D.). Sites are indicated on Map 10.

The Archaic People were big game hunters who relied mainly on deer, elk, bear and beaver for food. Smaller game animals, fish, shellfish, birds and wild plant foods were also utilized on a seasonal basis. These people congregated in villages during the summer and dispersed in the winter to find food.

There are two known Laurentian Archaic sites in the study area; the Unwin Site (AlGt-57)*, a partially destroyed isolated find, and the Sewell Site (AlGt-9), a partially destroyed village site. Lake Ontario Iroquois artifacts have been found on the Sewell Site suggesting that it was occupied twice.

The Terminal Woodland Period is characterized by people who were agriculturists with a semi-sedentary village life. They practiced corn agriculture on a major scale supplemented by fishing and hunting. The earliest stage of Terminal Woodland culture represented in the study area is the Middle Ontario stage which extended from 1300 to 1400 A.D.. A dense concentration of village sites has been found in the Steeles Avenue, Reesor Road and Sewells Road area. The Woodland Park Site (AlGt-8) is an excavated village site.

The Late Ontario Iroquois stage, the last stage of prehistoric Indians, extended from 1400 to 1650 A.D. These peoples, who were the immediate ancestors of the tribes found by the French, lived in large palisaded villages (5 to 25 acres). Corn was their staple food. One late Ontario Iroquois site has been identified in the study area, the Sewell site (AlGt-9), which is a partially disturbed village site. The Sewell site was also occupied during the Archaic Period and appears to consist of several concentrations of site areas with clusters of artifacts (pottery and writing) scattered along a prominent ridge.

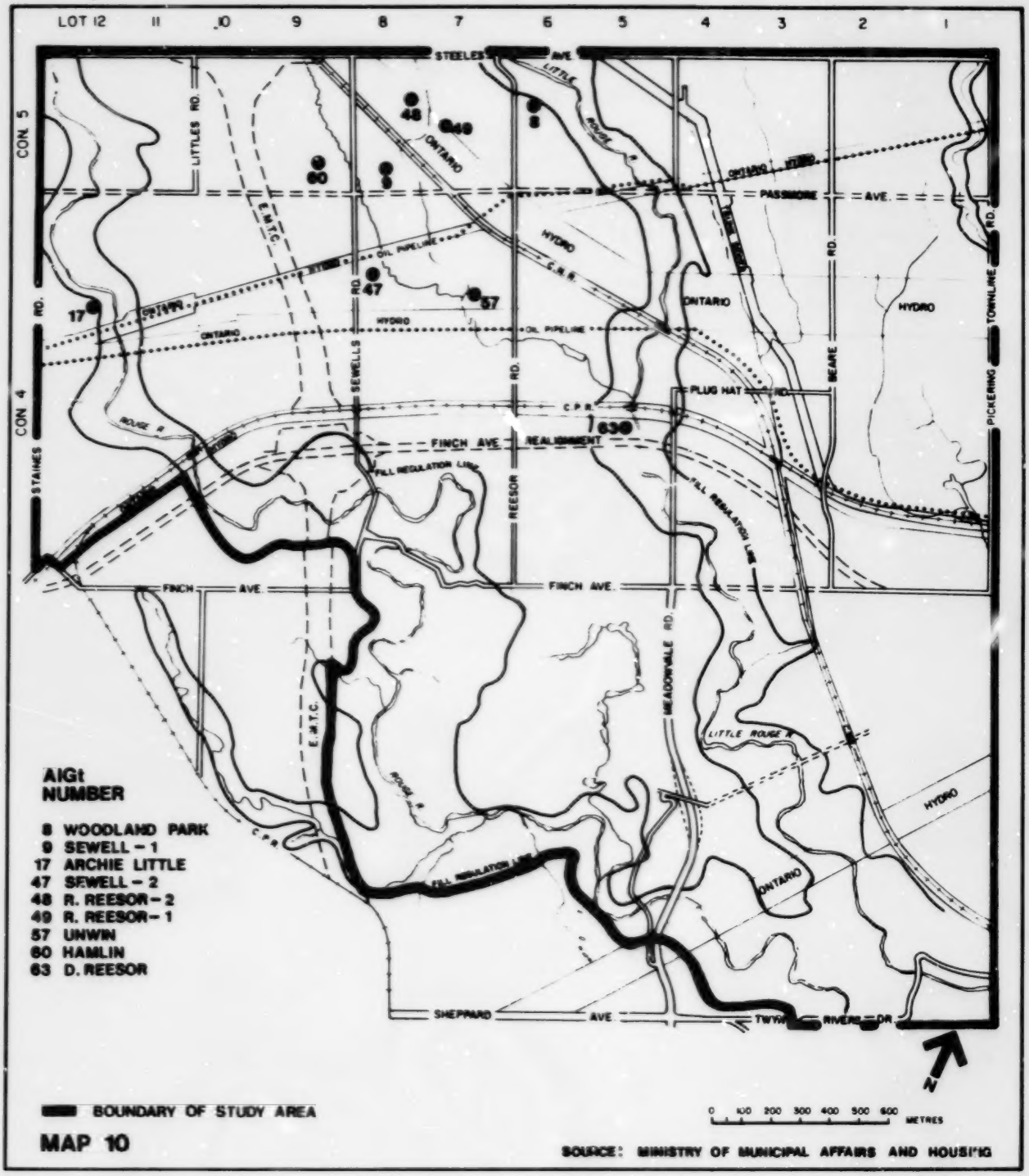
Three Terminal Woodland Period sites, which have not been assigned a culture or stage, have been identified in the study area. These sites are the D. Reesor Site (AlGt-63), a destroyed village site, the Archie Little Site II (AlGt-17), and the Hamlin Site (AlGt-60), both partially disturbed village sites. The Hamlin Site is the most important site in the area. It is a large Iroquoian village and is in excellent condition. A midden (refuse heaps) area has been found in the woodlot and groundstone, writing and pottery samples have been recovered.

Several sites have been identified which have not been assigned a period or culture due to a lack of information. These sites are the Sewell II Site (AlGt-47), consisting of isolated finds, the R. Reesor Site II (AlGt-48), a campsite, and the R. Reesor Site I (AlGt-49), an unknown type of site.

* AlGt is a location reference number used by the Ministry of Citizenship and Culture to designate archaeological sites.

Source: "North Pickering Archaeology", Konrad and Ross.

ARCHAEOLOGICAL SITES



MAP 10

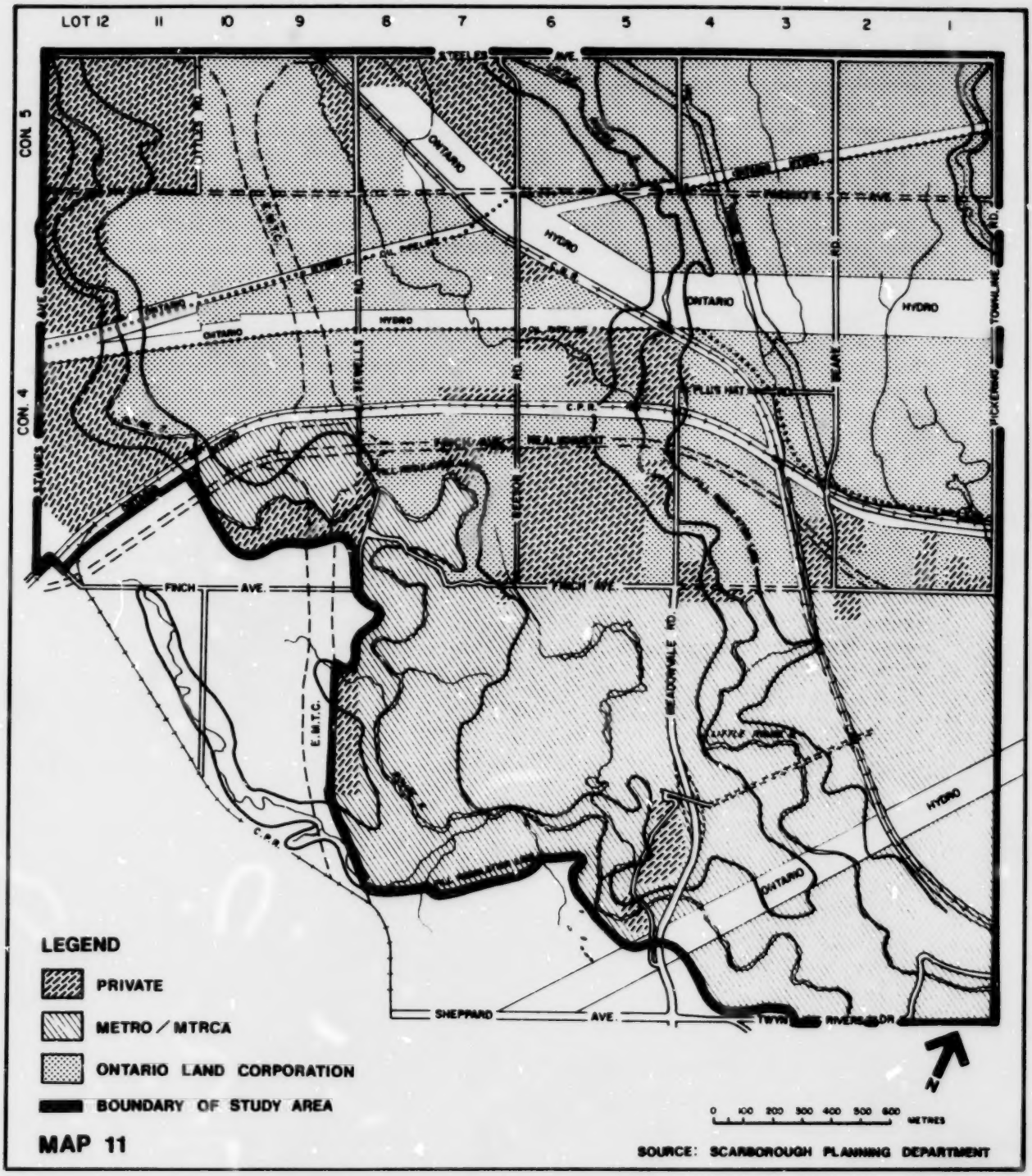
SOURCE: MINISTRY OF MUNICIPAL AFFAIRS AND HOUSING

8.0 LAND OWNERSHIP

The pattern of land ownership within the study area is shown on Map 11. The Ontario Land Corporation (O.L.C.), a Crown Corporation of the Ontario Government, is the major land owner in the study area, owning approximately 40% of the entire area and about 65% of the lands north of Finch Avenue. The O.L.C. lands were purchased or expropriated for the North Pickering Community in 1972, as part of the government policy to direct growth eastward from Metro Toronto, and to provide a significant greenbelt separating the major urban areas of Metropolitan Toronto and those in Durham Region (North East Metro Lands Study). The majority of land south of Finch Avenue is owned by Public Agencies as well, mainly the Metropolitan Toronto and Region Conservation Authority and Metro Works Department. The Trustees of the Toronto General Burying Grounds own a major piece of land north of the Metro Zoo with the intent of developing a cemetery facility. Private ownership of land, other than utilities and railways, accounts for only about 8% of the total area, most of which is north of Finch Avenue.

The O.L.C. leases a great percentage of their land to farmers for an average annual fee of $26/acre for "good land" which may be downgraded depending upon agricultural limitations. The lease agreements run for five years, most of which will be finishing their second term by the Spring of 1985. Farm buildings are leased at a maximum of $1,050.00 per year, while houses are leased at approximately $370.00 per month with a likely increase to $400.00 per month in 1985. (Source of information - O.L.C., 1984.)

LAND OWNERSHIP



MAP 11

SOURCE: SCARBOROUGH PLANNING DEPARTMENT

9.0 EXISTING LAND USE

The lands within the study area are predominantly used for agriculture and open space/institutional uses (see Map 12). The agricultural uses are mainly field crops as outlined in the section on Agriculture. Open space uses are mainly in the valley lands while institutional uses, the Metro Toronto Zoo and Beare Road Landfill, are located mainly south of Finch Avenue.

Residential uses consist of farm-related residential and non-farm uses mainly along Reesor, Kirkham's, Beare and Townline Roads and Finch and Steeles Avenues.

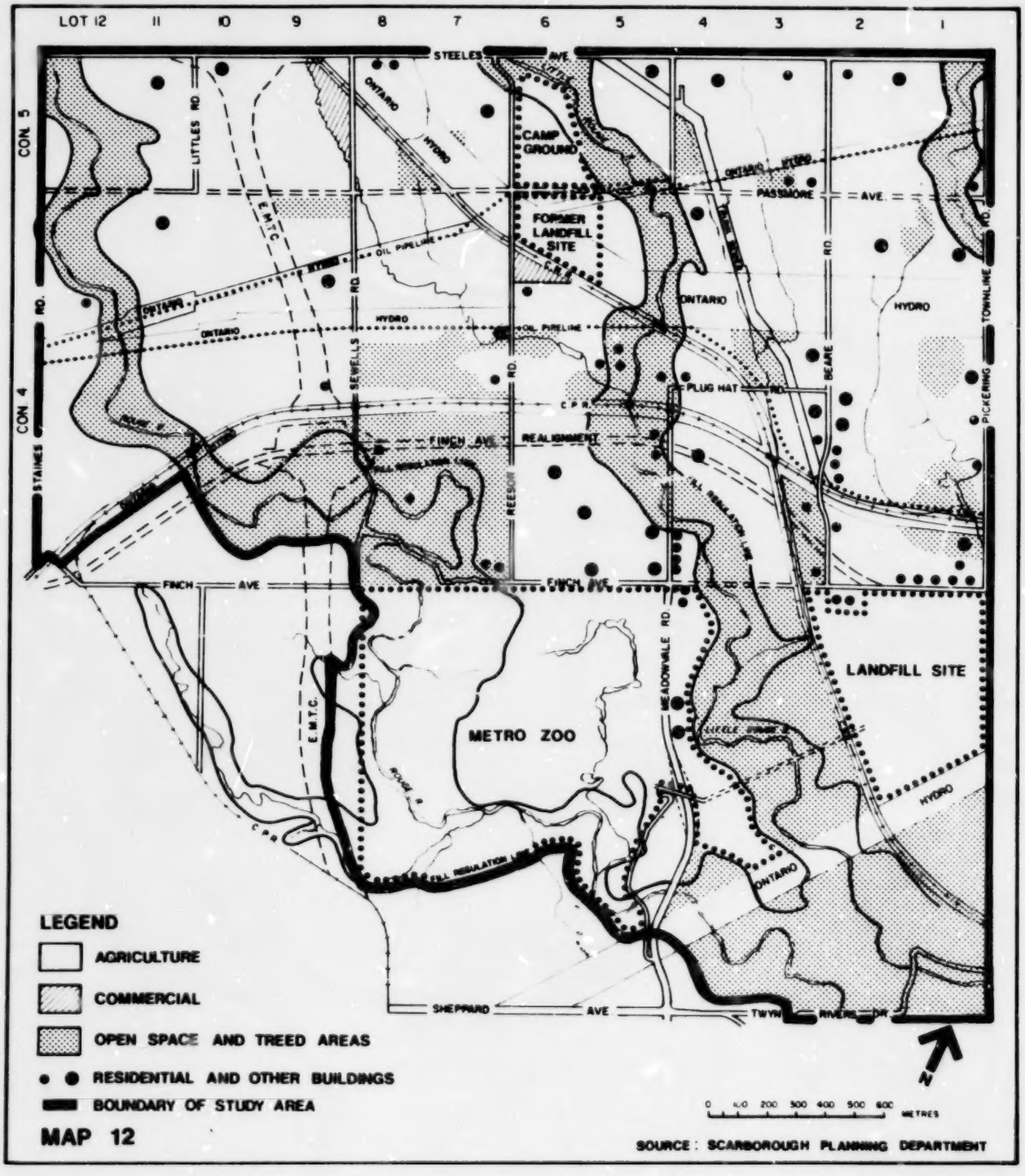
A major commercial use is Standard Auto Wreckers at Sewell's Road and Steeles Avenue. Other uses include Country Boarding and Training Kennels and Woodland Park campground, both on Reesor Road, south of Steeles Avenue.

Major hydro corridors cross the study area in a west-east direction. A major 500 Kilovolt (kv) corridor enters the area from the north-west and joins an expanded west-east corridor near the Little Rouge Creek between Steeles and Finch Avenues. Another major corridor crosses the south-east part of the study area south of the Metro Zoo and Beare Road Landfill site.

The Trans-Northern Gas and Inter-Provincial Oil Pipelines both traverse the area, following existing hydro and railway corridors. The York-Durham Trunk Sewer line crosses the eastern part of the Study area.

Land uses adjacent to the study area consist of predominantly agricultural/rural uses to the north and east in the Town of Markham and the Town of Pickering. On the south, the Rouge Industrial District and the Residential Community are developing, while on the west, the Tapscott Industrial District is presently undeveloped agricultural land with an existing golfcourse, and the Malvern Residential Community is developing from west to east towards the Study area.

EXISTING LAND USE



MAP 12

SOURCE: SCARBOROUGH PLANNING DEPARTMENT

10.0 UTILITIES AND SERVICES

There are existing services in close proximity or just inside the perimeter of the study area which could be used to service future development. These services are indicated on Map 13.

Sanitary Sewer

The Meadowvale Sanitary Trunk on Staines Road north of Finch Avenue is the limit of Metro's responsibility (where the upstream drainage area no longer exceeds 1000 acres). Scarborough is currently extending this sewer northerly to go under the Morningside Tributary Diversion. This sewer will eventually be extended up to Steeles Avenue and will provide the sanitary outlet for all lands west of the Rouge River. The timing and staging of all future extension of this service is dependent upon development activity in the area. The Meadowvale Trunk Sewer on Kirkhams Road at the Metro Zoo entrance is an existing 21 inch sewer designed to service the area encompassed by the Rouge River, the Little Rouge River and Steeles Avenue. The City has no immediate plans to extend this facility.

The York-Durham Sanitary Trunk Sewer crosses the northeast portion of the study area. No contributing areas from Scarborough were included in the design of this facility. If development is considered in the area east of the Little Rouge River, negotiations can be undertaken between Metro Works and the York-Durham Regions to arrange a hook-up to the line.

Storm Sewers

Existing or planned storm outlets are available to service all lands west of the Rouge River. The lands between the two rivers and the lands east of the Little Rouge River have no storm outlets existing or planned. The Rouge River and Little Rouge River will be the receiving watercourses for all future outlets in these two areas. A master drainage plan would be required prior to any development approval for the two areas. The Morningside Tributary Diversion terminates within the western portion of the study area with a pond adjacent to the Rouge River, east of Staines Road. The diversion drains areas in Markham and the Tapscott area reducing the amount of run-off into the Morningside Creek.

Water Services

There are several existing watermains that can be extended to service the study area. An existing 750 mm water main extends north along Dean Park Road to Sheppard Avenue and west to the Metro Rouge Water Tank. Pumping facilities would have to be built to serve the study area from this main. A proposed main north along Neilson Road to Passmore could be used to service the area and another main from the Neilson Road/Finch Avenue area could be extended along Finch to Staines Road to eventually service the area.

Inter Provincial and Trans Northern Pipelines

The Trans Northern Pipeline is an underground conduit which transports oil and the Inter-Provincial Pipeline is used for the conveyance of any petroleum products. No buildings are permitted in their right-of-way and crossing the pipelines with any utility requires the approval of the National Energy Board. Any application must be supported with detailed drawings.

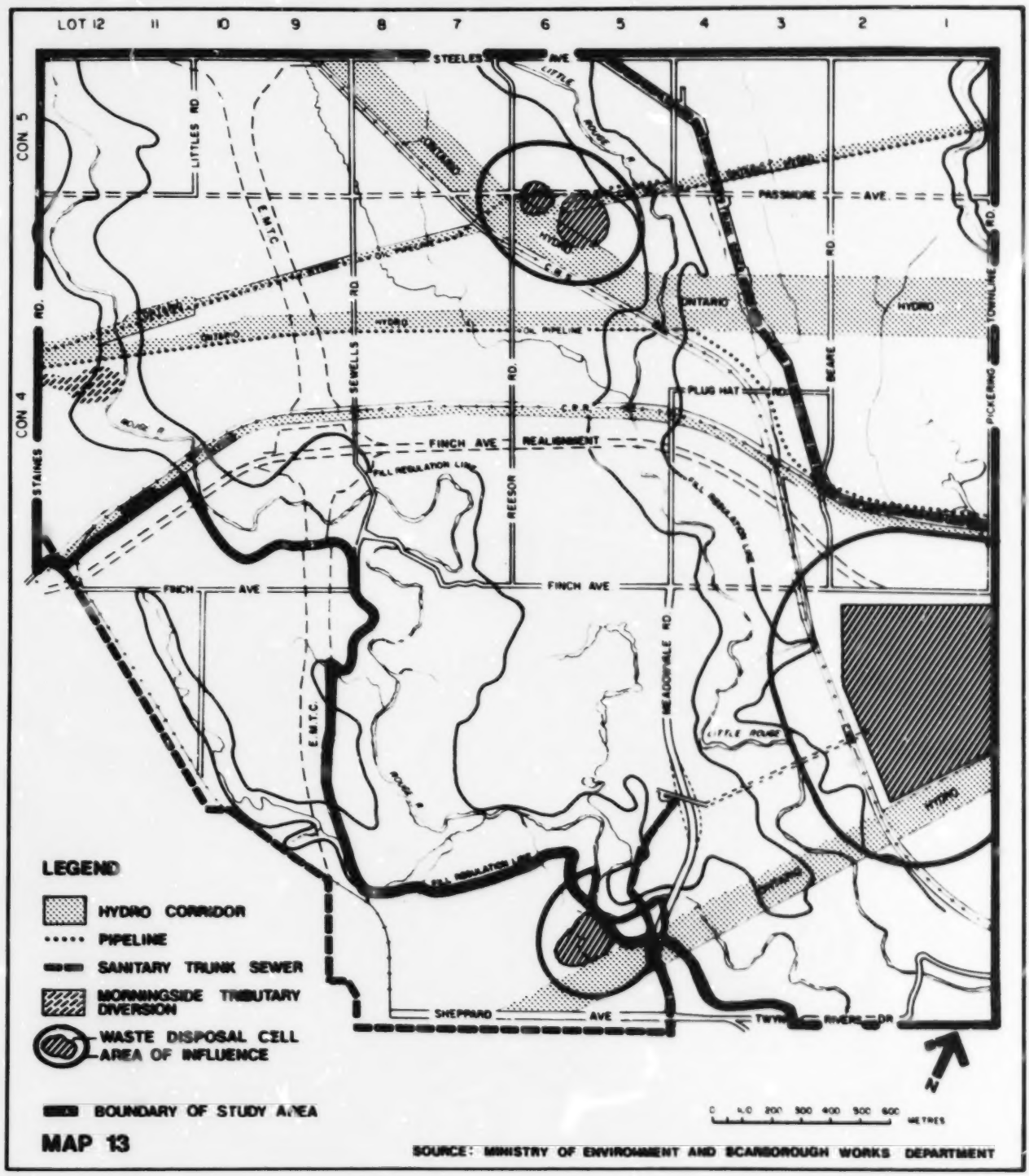
Hydro

Ontario Hydro corridors are located in the southeast and northern part of the study area. These corridors contain major transmission lines of 500 kilovolts (KV) and 230 KV which serve Metropolitan Toronto and surrounding municipalities. Secondary uses of the corridors are limited to agriculture and pipeline easements.

Waste Disposal Sites

The study area is influenced by three waste disposal sites, two of which are within the boundaries. These sites are shown on Map 13 and the policy relating to them is discussed in Section 11.1.

UTILITIES AND SERVICES



MAP 13

SOURCE: MINISTRY OF ENVIRONMENT AND SCARBOROUGH WORKS DEPARTMENT

4. Regional Slow Pitch Softball - There is a possibility of locating a regional slow pitch softball centre within the northeast area within the next ten years.

5. Golf Courses - In light of the closure for development of several private courses within recent years, there is a requirement for an additional 18 hole course in East Metro. The northeast area of Scarborough is considered as a prime location for this facility as part of the 10 year concept of Metro Parks.

6. Regional Campground Facilities - It is proposed to renovate and re-open the Woodland Campground at Steeles Avenue and Reesor Road. This will require negotiations with the Ontario Land Corporation, the owner of the property.

7. Metrogreen - Metrogreen is a major horticultural complex to be located on Metro parkland between the Metro Toronto Zoo and the Beare Road landfill site. The complex is to include a conservatory, botanical garden and greenhouse components and will use methane gas from the landfill as a main source of energy. The facility provides for over 2 acres of conservatory space for display of plants representing major geographical plant communities of the world and a 160 acre botanical garden including display gardens and natural areas. A dormitory and education centre within the renovated Valley Halla historic residence is proposed for students studying at the gardens.

11.4 Metropolitan Toronto and Region Conservation Authority

The Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.) is responsible for the implementation of various policies and programs related to watersheds that fall within the study area.

The key legislation affecting these areas is Ontario Regulation 170 made under the Conservation Authorities Act which restricts the placing of fill, the building of structures and the altering of a watercourse. The purpose of this Regulation is to control what happens to a watercourse and its valley and to prevent flooding and erosion problems. The Fill Regulation lines in Ontario Regulation 170 are being revised by M.T.R.C.A. and these revisions should be registered in the near future.

The M.T.R.C.A., under its Watershed Plan of December 1980, has designated the lands within the proposed Fill Regulation Lines (see Map 2) along the Rouge River and Little Rouge River for future acquisition. These areas in the Plan are defined as hazard and conservation lands which are to be acquired in order to protect them against unwise land use which would affect the ability of the land to perform its natural functions and to conserve significant and sensitive land for the benefit of the people of the region.

The M.T.R.C.A. has also adopted and implements a number of program objectives through the plan input and review process. These deal with flood control, erosion control, storm water management, environmentally significant areas and conservation land management. An outline of these guidelines appear in Appendix C.

11.5 Regional Municipality of Durham

The Regional Municipality of Durham Official Plan has designated the area immediately east of the Northeast Scarborough Study Area as Special Study Area 2. The new Town of Seaton, between the West Duffin Creek and Brock Road, south of Highway 7, has been designated as a Major Urban Area with a potential population of 90,000. Special Study Area 2, which separates Seaton from Scarborough, will be maintained in open space and agricultural use until such time as changes in these uses are deemed desirable. The Official Plan does not set a specific timeframe for the development of Seaton.

11.6 Regional Municipality of York

The Regional Municipality of York does not have an approved Official Regional Plan in place at this time. Background work has been carried out towards the development of a plan in the form of policy papers for the Draft Official Plan. The Concept Plan indicates that the area immediately adjacent to the Northeast Scarborough Land Use Study area will be used for Utility Corridor and Agriculture. The Town of Markham, within the Regional Municipality of York, is responsible for detailed development plans for orderly urban growth within its boundaries. The Official Plan policies of the Town of Markham are discussed in Section 11.8 of this report.

11.7 Town of Pickering District Plan

The area of the Town of Pickering which is immediately adjacent to the Study Area is located partly in Planning Community No.5 and partly in Planning Community No.11, as designated on Schedule "A" of the Pickering District Plan.

Planning Community 5, the Highbush Community, encompasses the area bounded by the C.N.R. to the south, Whites Road to the east, the Ontario Hydro Gatineau Line to the north and the City of Scarborough to the west. The Community Plan for the area designates the future land use as low to medium density residential development. There are presently about 90 single-family homes within one mile of the Scarborough/Pickering Boundary. A subdivision plan has recently been approved for an additional 217 single-family units between the existing development and the Scarborough/Pickering Boundary.

Planning Community 11, which is a much larger area north of Planning Community 5, has been designated as a Special Study Area which will remain in a rural designation until additional studies are carried out and a Plan Amendment has been approved by the Town of Pickering. Studies are expected to begin in 1985. The area has a rural character, although there are approximately 97 single-family homes within one mile of the Scarborough/Pickering Boundary, south of Passmore Avenue.

The remainder of the area adjacent to Scarborough, south of Steeles Avenue (if extended east) to the C.N.R. and east to Altona Road is rural/agricultural in use.

11.8 Town of Markham Official Plan

The Official Plan of the Town of Markham designates the majority of the land north of the study area as Rural with the areas adjacent to the Rouge River and Little Rouge Creek designated as Open Space and Hazard Lands. The Hamlets of

Box Grove and Cedar Grove are located within one mile of the north boundary (Steeles Avenue) of the Study Area. (see Map 1).

The uses permitted under these designations are as follows:

Rural:

- permitted uses are agricultural, associated uses, low intensity outdoor recreation facilities
- development requiring municipal water and/or sanitary sewers is not allowed

Open Space:

- permitted uses are conservation, outdoor recreation, agriculture, nurseries, market gardens
- to link conservation areas and valley lands; the intent and spirit of the open space character is to be maintained

Hazard Lands:

- areas which are subject to flooding and have a character of inherent environmental hazards
- acquisition by conservation authorities is to be encouraged.

The area north and immediately to the west of the Study Area has been proposed for redesignation to Urban Residential from Industrial. This area is west of the Rouge River.

11.9 Parkway Belt East

While there is no approved Parkway Belt East Plan, the Status Report of the Toronto-Centred Region (1971) identified and confirmed plans for a conceptual Parkway Belt east of Metro Toronto. The Parkway Belt was envisaged as a corridor to provide a service or utility corridor, an urban limiter or separator, a buffer and provide for low intensity land uses. The Provincial Government re-affirmed the Parkway Belt East in the 1976 Policy Statement of the Toronto-Centred Region (March 1976). The Plan was intended to be implemented through local Official Plans in co-operation with the municipalities concerned. There has been no statement concerning the Parkway Belt East since 1976 which would alter the previous policy directives.

11.10 North Pickering Plan

The Provincial Government announced, in March 1972, the development of a plan for the new community of North Pickering. The Plan proposed urban development east of the West Duffin Creek for a population of 75,000 with measures for the long term preservation of agriculture and open space in the western portion of the Plan area. The entire portion of the North-East Scarborough Land Use Study area north of Finch Avenue was included in the North Pickering Project and designated as Agriculture and Open Space. This would essentially buffer the urban area of Metro Toronto from the proposed urban area of North Pickering referred to as the new community of Seaton.

While the development of Seaton has not proceeded along the timeframe originally intended, the development is still intended to proceed following the appropriate amendments to the Durham Regional Pian and the Town of Pickering District Plan.

11.11 The East Metro Transportation Corridor

The proposed East Metro Transportation Corridor (E.M.T.C.) cuts through the western part of the study area from north to south, connecting Highway 401 with the future Highway 407 (see Map 2). The right-of-way for the corridor is 300 feet in order to accommodate a 70 m.p.h. freeway of 4 lanes with a potential for future expansion to either 6 lanes with median transit or 8 lanes. (Source - East Metro Transportation Corridor, Environmental Assessment Report).

Planning for the E.M.T.C. was started by the Provincial Department of Highways (now MTC) in 1971 as part of a north-south freeway from Metro Toronto around the east side of Lake Simcoe to Muskoka to serve the recreational cottage areas. With the Federal announcement in 1972 related to the new airport in North Pickering the need for the E.M.T.C. in conjunction with Hwy. 407 was increased and preliminary locational studies were undertaken. Following the indefinite postponement of the new airport in late 1975 MTC reassessed the entire need of E.M.T.C. and concluded that the section between Hwy. 401 and Hwy. 407 was still required. Scarborough Council approved, in principle, the recommended West Corridor in early 1978 subject to an expressway being built by 1983. Between 1978 and 1981 the concept and preliminary design phase of E.M.T.C. was carried out to define property requirements and in late 1982 the Environmental Assessment Report (Type 1) was completed and submitted to the Ministry of Environment for review. No further action has been taken on the E.M.T.C. to this date.

11.12 Provincial Food Land Guidelines

The Provincial Food Land Guidelines, Government of Ontario, 1978 contain certain policies which are applicable to Northeast Scarborough. The majority of the area contains Class I soils (C.L.I.) and is considered prime agricultural land.

The following policies apply to the study area:

4C.1 Historically, most communities in southern Ontario were founded on good agricultural lands, and their expansion is usually at the expense of the agricultural resource base. The following considerations relate to the form and extent of this urban growth, recognizing that all further urban expansion in Ontario should not and cannot stop.

4C.5(5) Where urban growth trends indicate the continued absorption of prime food lands, possibilities for increasing densities or redirecting part of the growth to communities situated on lower capability food lands should be studied.

4C.5(6) Development of existing vacant lands within urban areas must be encouraged before expansion outward onto good agricultural land.

4C.6 Within the urban designation, the boundary designation should be refined to show definite staging in 5 to 10 year intervals or time contours which

will indicate the direction and extent of further growth, the rate at which it will occur and the time limits within which agriculture can occupy the area as an interim use. This is an important way of indicating the direction of urban growth for a considerable time into the future, to reduce uncertainty and speculation in areas where growth will not be permitted.

12.0 ANALYSIS OF CONSTRAINTS AND OPPORTUNITIES

The Northeast Scarborough Study Area, in its present form, is generally a rural, agricultural area containing historic farms, a major tourist attraction (Metro Zoo) and a significant open space network created by the Rouge and Little Rouge valleys.

Within the context of Metropolitan Toronto and the City of Scarborough, these characteristics are special and provide the opportunity to create a land use plan which can enhance and maintain these features for the benefit of local and regional residents.

The most significant aspect of the study area is the natural environment. The river valleys, woodlots and other natural features of the area provide the habitat for a variety of flora and fauna, are valuable for erosion control and water retention and in general are aesthetically pleasing within an urban context. The maintenance of this natural environment, while creating a constraint to urban development by limiting the land area available, can also enhance any overall plan for the area through the creation of a continuous and varied open space system. Some of the natural and environmentally sensitive areas described in Section 3.0 are more significant than others with respect to their uniqueness or importance within the study area, the City and the region. The most significant areas should be maintained in their natural state, if possible, while the rest of these areas should be protected through careful incorporation into future land use proposals (significance and rating of areas can be determined from the source documents outlined in Section 3.0).

Within the study area, the future use of the lands south of Finch Avenue have been determined. The Metro Toronto Zoo and Beare Road Landfill, which is slated to become a Metro Parks Ski Hill facility, flank an area of the Little Rouge River Valley earmarked for a Botanical Gardens facility. The area south of the Ontario Hydro Corridor, north of Twyn Rivers Drive is owned by the Metro Toronto and Region Conservation Authority and designated as open space. The concentration of existing and proposed recreation and tourist uses south of Finch Avenue and relative undeveloped nature of the remainder of the study area, provides a significant opportunity to develop additional uses which are compatible with and enhance the recreational/tourist use of land.

Metro Parks has indicated requirements for major regional recreational facilities in Northeast Scarborough. The opportunity exists to develop these facilities in conjunction with the natural open space systems to link up with the uses south of Finch Avenue. The valley systems would provide the opportunity for an extensive trail system throughout the area. This may be the last area available in Metro Toronto for these types of facilities.

Transportation and utility corridors create significant constraints to development in Northeast Scarborough. These corridors include C.N. and C.P. railway lines, municipal roads and easements, Inter-Provincial and Trans Northern pipelines, the York-Durham regional trunk sewer, Hydro powerline corridors, the proposed Finch realignment and the proposed East Metro Transportation Corridor. These corridors tend to "chop up" the study area creating non-contiguous land parcels. While this can have a negative impact on potential development, some of the corridors may provide a positive benefit by separating non-compatible uses, acting as linear open space corridors which permit secondary uses and act as links between non-continguous areas.

The existing transportation and servicing network adjacent to the study area provides the potential for urban uses within the study area through expansion of those facilities.

A specific urban use for which the City of Scarborough has a need is an area devoted to executive residential development. The Official Plan contains policies which provide for the potential development of large lot or executive style residential uses which could preserve the existing character of the selected areas and provide a form of housing along ravines, bluffs and other natural features where the uses could be compatible. Due to the significant natural features in the study area, Northeast Scarborough should be considered as an area with potential for large lot executive residential use.

A major part of the study area is still being actively farmed and many of the farms have the original residences and barns on the site, used by the present tenants. Due to the large number of historic farm buildings in the study area which are connected to continuing agricultural activity, an opportunity exists to preserve examples of the farming heritage of this part of Scarborough in future land use proposals. There are also a number of archaeological sites in Northeast Scarborough which provide an insight to an earlier period of history, which should be given consideration in future land use proposals. The potential exists for the creation, by the public sector, of a special use area which reflects the agricultural, historic and archaeological resources of the study area.

A major parcel of potentially developable land is under the ownership of the Trustees of the Toronto General Burying Grounds with the intention of developing a cemetery. The opportunity exists to negotiate the location of the cemetery within the Northeast through a land trade should the present site be considered more suitable for another use.

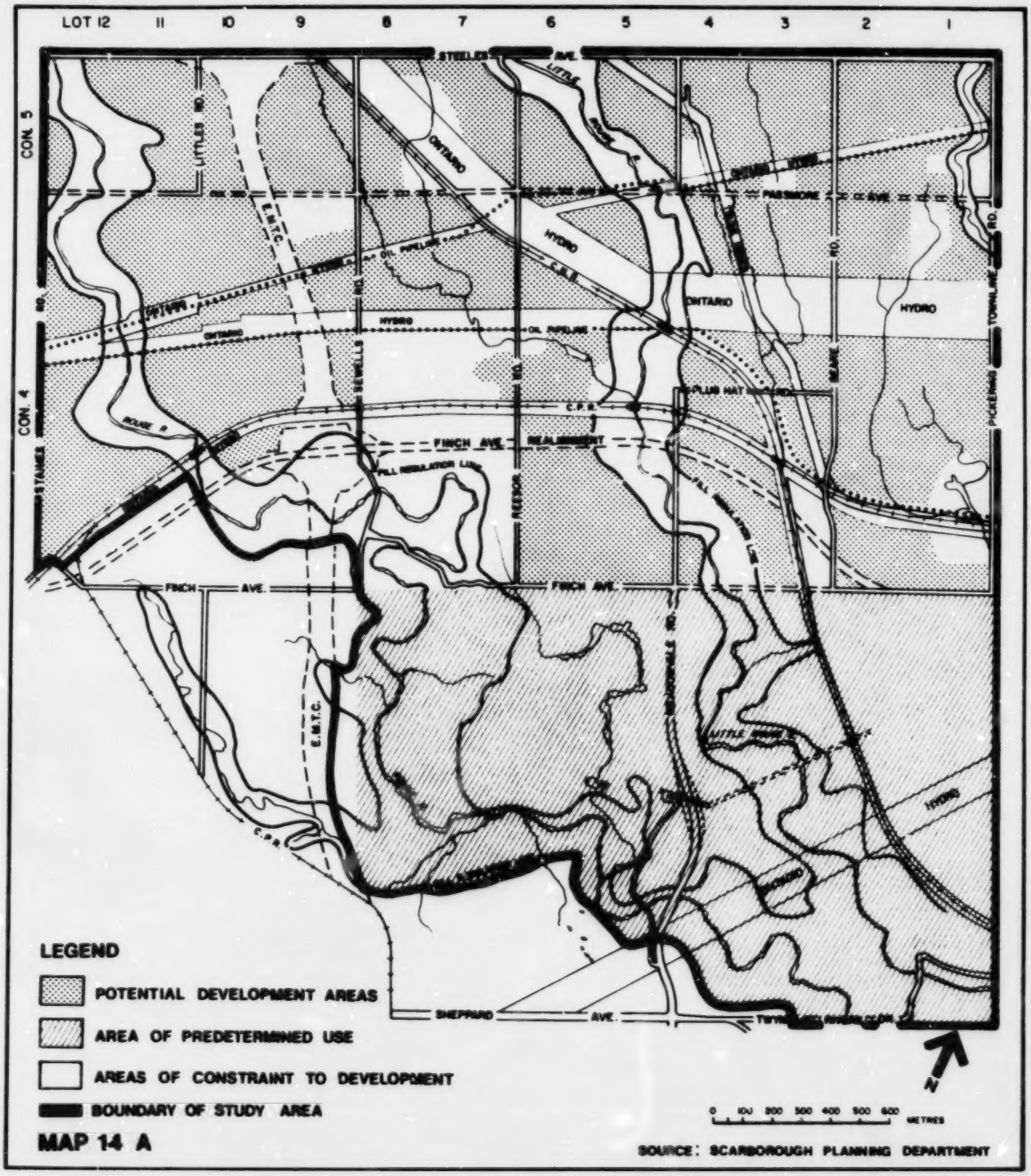
The fact that the majority of undeveloped land within the Northeast Scarborough area is held by one owner, the Provincial Government, provides the oportunity to develop a comprehensive land use plan where trade offs in land use types can be made amongst various areas. In addition, since many of the historical buildings and agricultural areas are owned by the Province, the potential for preserving examples of these is greatly enhanced.

The constraints and opportunities outlined in this section of the report must ultimately lead to the preparation of land use alternatives for the study area. In order to work towards the development of land use options, the constraints to development have been outlined on Maps 14A and 14B using two levels of land use constraints. Since the East Metro Transportation Corridor (E.M.T.C.) is only proposed at this time, under the Maximum Constraint option, outlined on Map 14A, it is included as a constraint while it has not been considered in the Minimum Constraint option, outlined on Map 14B. All the transportation/utility corridors, river valley lands, major woodlots and environmentally sensitive areas identified in this report have been excluded from potential development on Map 14A. On Map 14B, in addition to allowing for the potential development of E.M.T.C. land, only the most significant woodlots and environmentally sensitive areas are excluded from potential development.

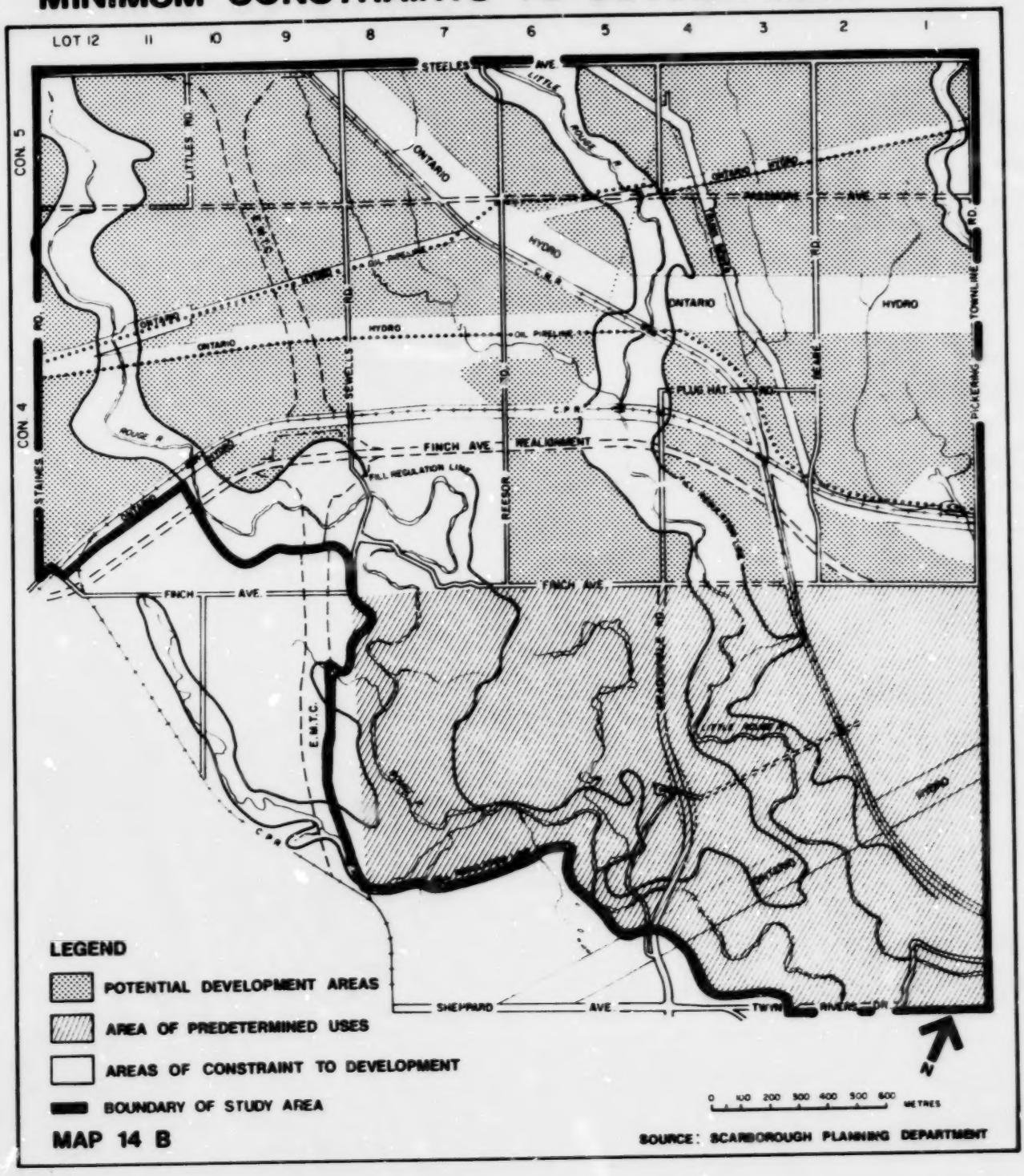
Through the identification of the major constraints to development and predetermined uses under both a Minimum and Maximum Constraint option, Potential Development Cells have been established for both scenarios and are

illustrated on Maps 15A and 15B. These Potential Development Cells will be analysed for possible land use changes in greater detail in the Northeast Scarborough Land Use Study Proposals Report, the second phase of the work program, which will lead to the preparation of a Secondary Plan for the study area. It is important to note that in referring to potential development, land uses ranging from agriculture/open space uses to serviced urban uses will be considered in the next phase.

MAXIMUM CONSTRAINTS TO DEVELOPMENT



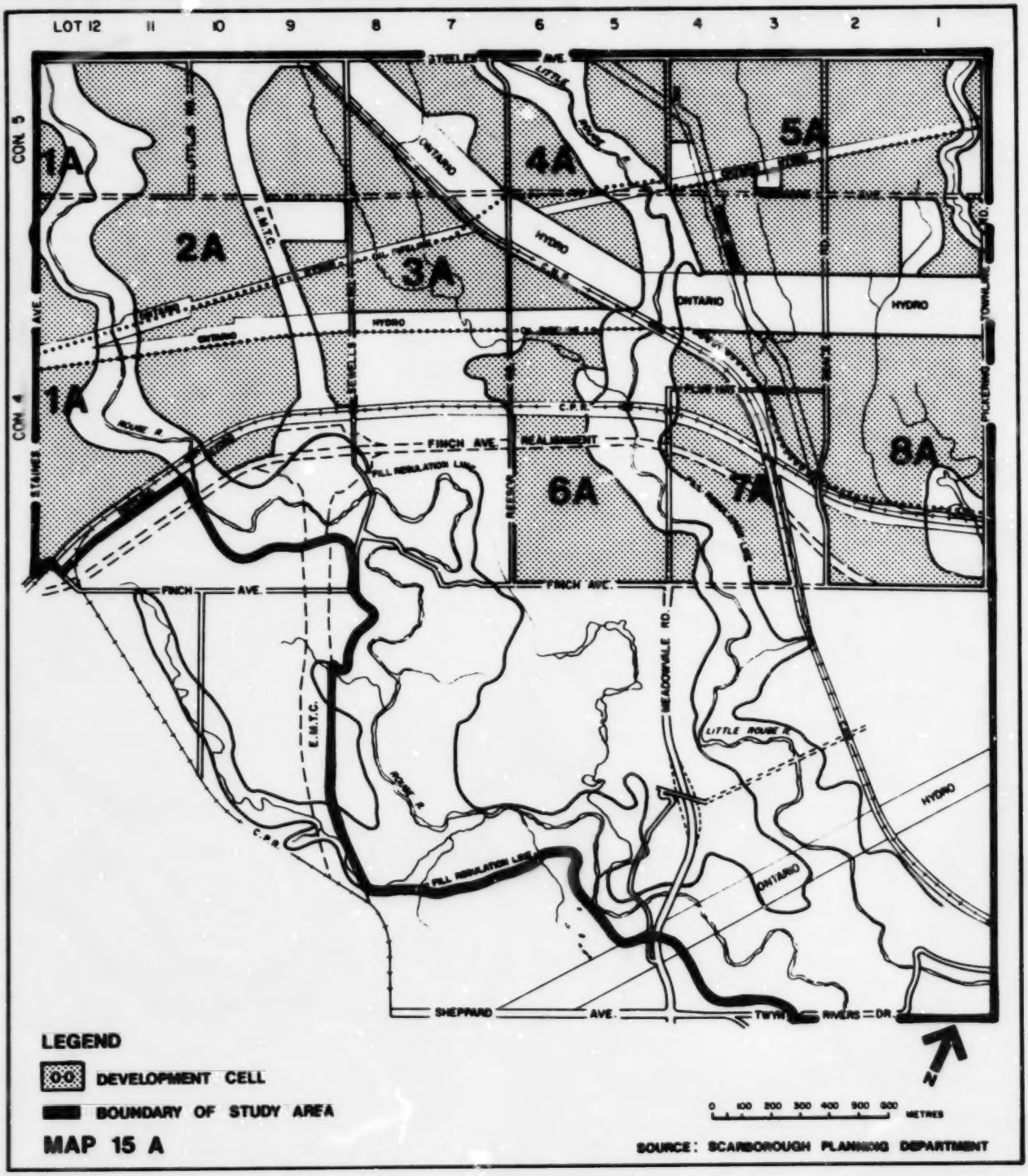
MINIMUM CONSTRAINTS TO DEVELOPMENT



MAP 14 B

SOURCE: SCARBOROUGH PLANNING DEPARTMENT

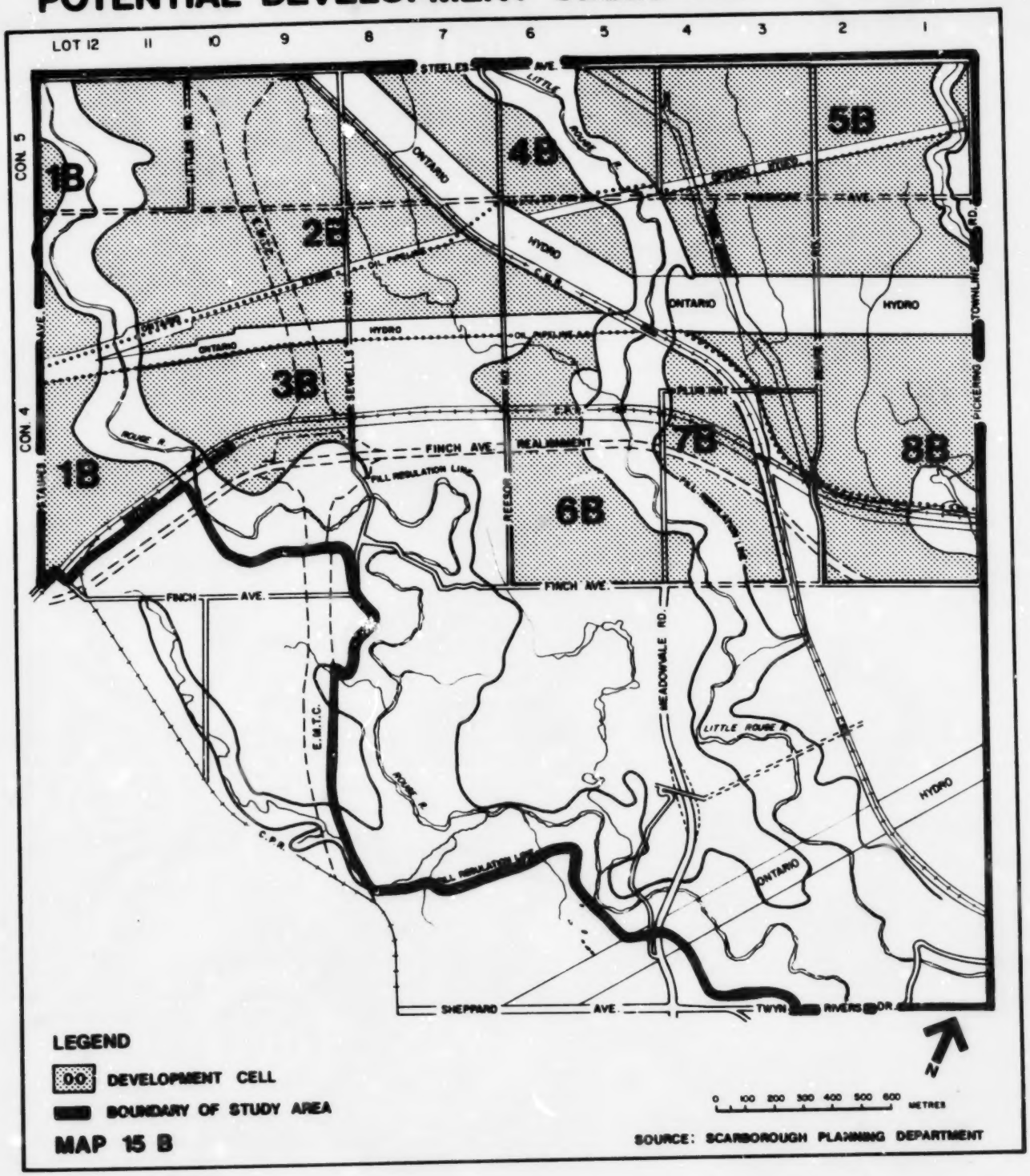
POTENTIAL DEVELOPMENT CELLS (MAXIMUM CONSTRAINTS)



MAP 15 A

SOURCE: SCARBOROUGH PLANNING DEPARTMENT

POTENTIAL DEVELOPMENT CELLS (MINIMUM CONSTRAINTS)



MAP 15 B

SOURCE: SCARBOROUGH PLANNING DEPARTMENT

13.0 CONCLUSIONS - OBJECTIVES FOR LAND USE OPTIONS

The review of information collected for Northeast Scarborough and analysis of constraints and opportunities for the area lead to a number of general conclusions which can be used to determine objectives for land use alternatives. Generally the conclusions are:

1) The major feature of the area is the drainage system and associated natural areas of the Rouge and Little Rouge valleys.

2) Major transportation and utility corridors present significant constraints to urban development, while providing potential servicing links to adjacent urban development.

3) The area contains a large number of environmentally sensitive areas exhibiting special habitat for flora and fauna.

4) The area contains significant historical and archaeological resources.

5) The majority of the area north of Finch Avenue is in agricultural use.

6) The uses south of Finch Avenue within the study area have been reasonably well established as recreation/open space and tourist attractions.

7) Metro Parks has indicated requirements for major regional recreation facilities in the Northeast Scarborough area.

8) The northeast portion of the study area is affected by the Provincial Parkway Belt East Policy.

9) Scarborough requires major areas designated for executive housing.

10) The majority of land in the study area is owned by the Ontario Land Corporation.

11) Land has been purchased in the study area for the development of a major cemetery facility.

We have concluded that Northeast Scarborough, given its natural and man-made environment, should develop in a fashion considerably different from the rest of Metro Toronto. Overall, lower densities should prevail.

Based upon these conclusions, we recognize the following goal for the future land use of Northeast Scarborough:

> **Future land use should protect and enhance, while capitalizing on, the natural attractiveness of the Rouge and Little Rouge Valleys and the most significant woodlots and environmentally sensitive areas.**

Furthermore the conclusions indicate that the study area contains many characteristics which can provide direction to the preparation of land use options in light of this goal. As such, the following uses should be considered in developing land use alternatives:

- Urban development, which takes advantage of the existing valley systems and rural character of the areas, such as executive housing;

- Major recreation facilities such as sports fields, golf courses, campgrounds, equestrian and hiking trails, in addition to existing uses south of Finch Avenue;

- Tourist and conference facilities to enhance the major tourist attractions and recreational/open space uses south of Finch Avenue;

- Agricultural use of land in conjunction with the maintenance of historical and archaeological resources of the area;

- A major cemetery facility;

- Natural science, educational and research facilities.

Since the final determination of the proposed East Metro Transportation Corridor has not taken place, land use options should contain scenarios with and without this constraint.

Based upon these objectives and input received from the public, elected officials and various agencies through liaison committees, open houses and written feedback, land use options will be prepared and presented in the Northeast Scarborough Land Use Study Proposals Report, which is expected to be completed in early 1985.

APPENDICES

July 12, 1984

APPENDIX A

NORTHEAST SCARBOROUGH LAND USE STUDY - APPROVED STUDY APPROACH

1. INTRODUCTION

On April 11, 1984, Council approved the undertaking of the Northeast Scarborough Land Use Study with no municipal funding. On April 9, 1984, R.W. Riggs, Chief Executive Officer of the Ontario Land Corporation wrote me to indicate that the Board of the Ontario Land Corporation has approved funding for the study and that he extends the Corporation's assurance of co-operation in completing the study. We have advertised for a senior planner on contract to assist in this study.

The following report addresses some of the background information, issues, the proposed approach for the study, and a tentative schedule for this proposed approach. The recommendations propose that this report be circulated to property owners and community and interest groups for their information and comment prior to undertaking this study.

2. BACKGROUND

The Northeast Scarborough Study area is bounded approximately by Steeles Avenue on the north, Townline Road on the east, and the Rouge River Valley to the the south and west. The study area is comprised of approximately 1900 ha (4700 ac) and is used predominantly for agricultural purposes, open space and community facilities such as the Metro Toronto Zoo. Individual residences are scattered throughout and several major transportation and utility corridors cross the area.

The Scarborough Official Plan designates this land as:

a) Agricultural, Open Space and Institutional Uses on the Land Use Plan, and

b) Development Phase III on the Development Plan.

The Phase III development policies do not permit "intensive urban development" of the land without established servicing and drainage plans in a Secondary Plan.

The Scarborough Agricultural Holding By-law 10217 applies to the majority of this area, limiting its use to agricultural and related uses. The Zoo is zoned as Institutional Zoological Gardens to permit only the zoo and related operations.

In 1974 the Province placed a zoning order, Ontario Regulation 20/74, on the land north of Finch Avenue in anticipation of the development of the proposed airport and new community. This order restricted land uses to agricultural operations with a minimum lot area of 25 acres and one dwelling permitted for each lot.

The Province proposed the development of the North Pickering (Seaton) New Community in the 1970's in conjunction with the proposed international airport in Pickering. The Province acquired land in the study area for the new community, however, the project was postponed. The land has remained in the ownership of

the Province under the Ontario Land Corporation, but O.L.C. now wishes to dispose of the land in the Northeast.

The Northeast Scarborough Lands Technical Review Committee was established in 1980 by the Minister of Municipal Affairs and Housing, Scarborough and Metro Toronto, to report on the development constraints and land use options for the area north of Finch Avenue. The Committee examined the physical characteristics of the area and the land requirements of various agencies. Servicing options of no services, partial servicing and full servicing of the area were analyzed. Land use options based on the physical characteristics and servicing schemes were developed. A summary of the Committee's findings was published in a report prepared by the Ministry, in July, 1982.

Following the release of the Committee's findings, Scarborough Council requested that the Minister's zoning order be removed from this land. The removal of the order is now being processed by Ministry staff. The Scarborough Agricultural Holding By-law will remain in effect.

In 1983, Metro Council received reports from the Commissioner of Planning and the Commissioner of Parks and Property generally proposing that lands in Northeast Scarborough between the Rouge and Little Rouge Valleys be part of a Regional Park concept. Scarborough Council has indicated to Metro that the City of Scarborough should be given an opportunity to provide input on plans for the development of recreational facilities in the Northeast areas and that no final action be taken until completion of the Northeast Land Use Study.

3. ISSUES

The major issue in this area is the determination of appropriate long term land uses. These land uses could range from the status quo to full urban development.

Many options exist for the area due to its present rural state. The preferred land use options must reflect the opportunities and constraints presented by the natural features, the existing uses, land owners, interest groups and surrounding municipalities as well as the future needs of the metropolitan area and the City of Scarborough.

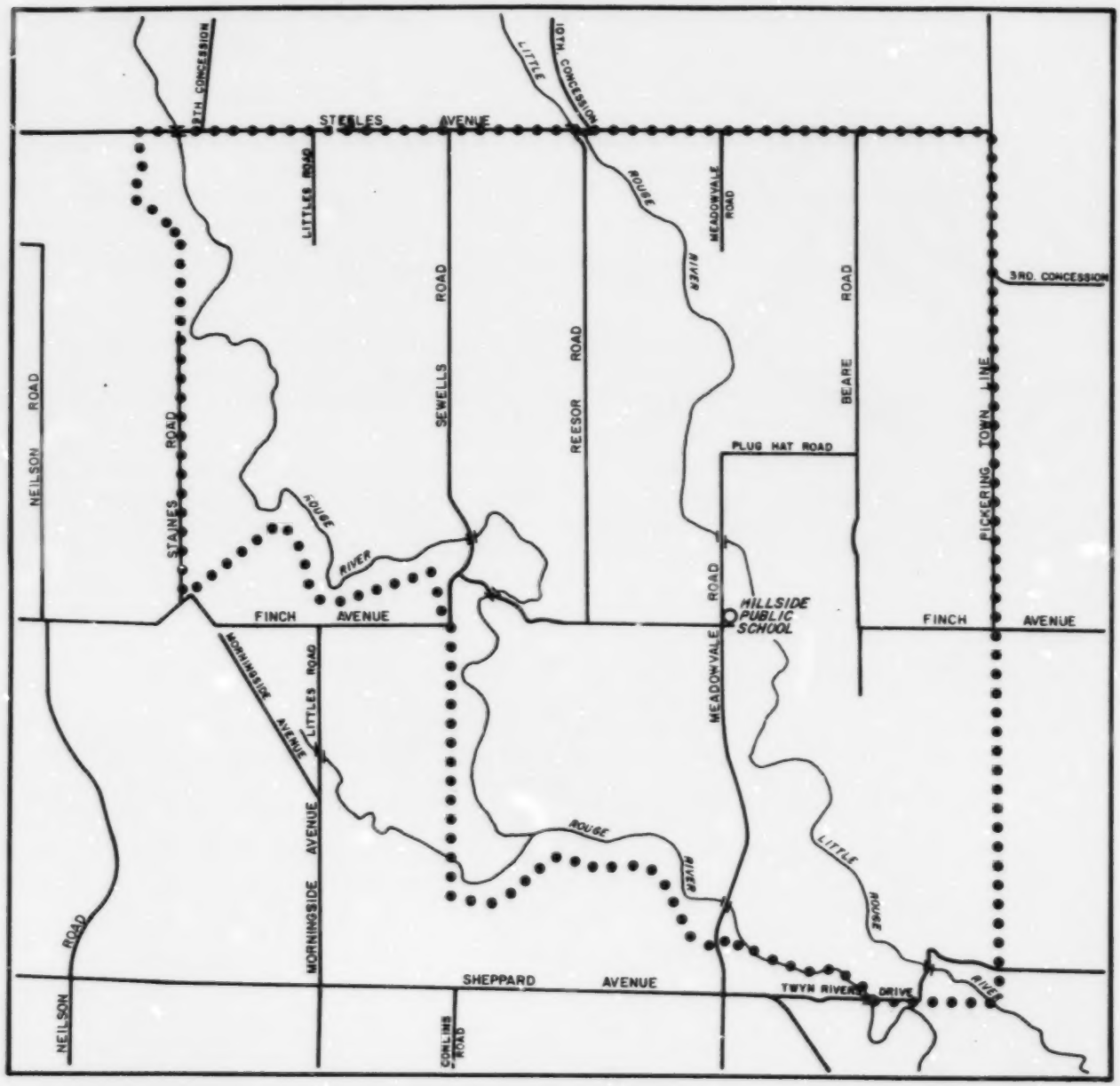
4. PROPOSED APPROACH

A large amount of data has been gathered on the study area through the North Pickering Study and by the Northeast Scarborough Lands Technical Review Committee. The M.T.R.C.A. and Scarborough Reports on Environmentally Significant Areas, the Metro Study of the Rouge Valley and the Finch Avenue Realignment Studies, and the E.M.T.C. Environmental Impact have also compiled information on portions of the study area. This data will be utilized where appropriate in this study.

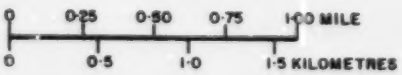
The following components are proposed for this study:

1) Initial Notice of the study to property owners and community and interest groups.

2) Data Collection and Synthesis



LOCATION OF NORTHEAST SCARBOROUGH LAND STUDY



SCARBOROUGH PLANNING DEPARTMENT
FEBRUARY 1983

Land and Physical Characteristics

- topography
- soil classifications

- environmentally sensitive areas, special features
- historical and archeological features

Land Use, Ownership and Services

- land use
- roads, transportation facilities
- land ownership, easements
- utilities
- proposed transportation, utility development and land requirements of various government agencies

Policies Affecting Land Use in the Area

- Scarborough Official Plan
- Metroplan
- North Pickering Plan
- Provincial Agricultural Guidelines
- Parkway Belt East Policy
- M.T.R.C.A. Master Plan and Policies
- Metro Parks Plan
- Markham Official Plan
- Pickering Official Plan
- Regional Municipality of York Official Plan
- Regional Municipality of Durham Official Plan
- the proposed East Metro Transportation Corridor
- Federal and Provincial Policies on the Airport
- T.T.C. Long Range Plan
- T.T.C. Service Standards

Preliminary consultation to obtain existing studies and data from Land Owners, Government Agencies and interest groups.

Synthesis of Information

- analysis of constraints
- analysis of opportunities

Future Land Use Concepts

- demands and priorities for land uses
- economic feasibility
- road improvements
- sewer and water
- servicing options - no services; partial services; full services
- community facilities

- a study of the advantages implicit in this land in that it is owned in large proportion by one owner which is a government body

3) First Open House and Establishment of Liaison Groups

- Establish Liaison Groups Consisting of Representatives of Residents, Farm Community, Land Owners, Agencies and Interest Groups, to meet to discuss land use concepts and act in an advisory capacity at key points in the process. Ward Aldermen to be invited to be included in the meetings of separate agency liaison groups.

- Development of Information Material for Open House and Liaison Groups.

- Open House for Council Members and tour.

- Open House to solicit the views of all interested parties regarding the land use concepts.

- Meeting of representatives of the different liaison groups, the Ward Alderman and other interested groups of the Planning Committee.

- Obtain Comments Through Discussion and Questionnaire.

4) Preparation of a Proposals Report setting out proposed land use concepts and Second Open House.

5) Feedback on Concepts from liaison groups and open houses and other input, and re-assessment of proposals in light of replies.

6) Notification Report of a proposed Secondary Plan.

7) Planning Committee and Council Public Hearings.

5.0 TENTATIVE SCHEDULE

ITEM		DATE
1)	Notice to property owners and community groups.	May 1984
2)	Collection & Synthesis of Data	July
3)	First Open House & Liaison Groups	early September
4)	Proposals Report on Land Use Concepts and Second Open House	November
5)	Feedback on Concepts	December-January 1985

6)	Notification Report of Proposed Secondary Plan	February
7)	Planning Committee Council Public Hearings	March

EH:bb

APPENDIX B SOIL TYPES

SYMBOL	SOIL SERIES	SOIL TYPE	GREAT SOIL GROUP	DRAINAGE	TOPOGRAPHY STONINESS	SURFACE REACTION	PARENT MATERIALS
Bes	BERRIEN	sandy loam	Grey-Brown-Podzolic	Imperfect	Smooth very gently sloping. Stonefree	Neutral	Sandy outwash over calcareous clay till at depths of 3 ft. or less.
B.L.	BOTTOM LAND	variable	Alluvial	Variable	Variable Stonefree	Variable	Irregularly stratified alluvial deposits.
Brsl/g	BRIGHTON	Sandy loam over gravel	Grey-Brown Podzolic	Good	Smooth very gently sloping. Stonefree	Neutral to slightly alkaline	Well sorted grey, calcareous sand, or stratified sand and gravel.
Gsl	GRANBY	sandy loam	Dark Grey Gleysolic	Poor	Smooth very gently sloping. Stonefree	Neutral to slightly alkaline	Well sorted slightly calcareous sandy outwash
Ll	LYONS	loam	Dark Grey Gleysolic	Poor	Smooth very gently sloping. Few stones	Slightly alkaline to medium alkaline	Medium textured grey stony, strongly calcareous till
Ml	MILLIKEN	loam	Grey-Brown Podzolic	Imperfect	Smooth moderately to gently sloping. Few stones	Slightly acid	Medium textured brown shaly calcareous till
Wol	WOBURN	loam	Grey-Brown Podzolic	Good	Smooth steeply sloping. Few stones	Slightly acid	Medium textured brown shaly clacareous till.

MSM:bb

B. **Erosion Control**

Goal: To minimize the hazards of erosion to life and property.

(1) The Authority has established, along valleys, an erosion impact zone defined as follows:

- 10 metres back from the top of bank where a stable, defined valley exists;
- 10 metres back from a projected 2 horizontal: 1 vertical slope where an unstable, defined valley exists: and
- 10 metres back from the regional storm floodline where an ill-defined valley exists.

(2) Within the erosion impact zone, proposals for development must be supported by studies by a competent professional ensuring that structures will be safe during their life (100 years) and that the proposal will not aggravate or create erosion problems.

(3) Surface drainage should not be permitted to be discharged directly over the valley wall but should be directed away from the valley or piped to the base of the valley wall for discharge.

(4) The proponent of a development may be required to prepare an erosion-sediment control plan as a condition of approval, including the techniques to be used to control sediment generation during construction and to restore disturbed areas.

(5) The above policies also apply to Lake Ontario shorelands and the shoreline erosion impact zone is defined as:

- 10 metres back from the 100 year wave uprush line, as defined in the Great Lakes flood and erosion - prone area mapping, where no definable bank exists; or
- 10 metres back from the estimated 100 year erosion limit, or is such information is not available, 10 metres back from the anticipated 2 horizontal: 1 vertical slope for unprotected eroding shorelines: or
- 10 metres back from a stable slope (2 horizontal: 1 vertical).

C. **Storm Water Management**

Goal: To minimize or prevent adverse impacts of new development on flood and erosion control, environmentally significant areas and valley management.

(1) The Authority will prepare Part I of the Master Drainage Plan addressing five major areas - flood control, erosion control, water quality, base flow and environmental management.

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(1) To implement its conservation land management goal, the Authority undertakes a variety of management programs. In reviewing development proposals, their potential impact on lands where works have been carried out or are planned will be evaluated. The objective of this review will be to minimize the impact of development proposals on such lands.

(2) Where Authority studies have identified areas which would benefit from remedial conservation land management measures, such matters may be noted in reviewing planning proposals.

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